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Restoring Donald Campbell's **AC**



BMW M3 Evo tear-jerker

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THE ARTISAN OF EMOTIONS – SINCE 1860

Welcome

March 2020 Issue 560

While much of the car-loving world chases big numbers, it's time to feel the force of thrilling handling



Based on my own progression from Dinky and Corgi car obsessed toddler to practising enthusiast, appreciation of a car's handling takes time and experience to acquire. First, car obsession is all about how the shapes and colours look when pushed around on the living room carpet, then it becomes a numbers game - top speed, how many cylinders and litres, and eventually 0-60mph acceleration, the more gut-churning the better. Until that first drive in a car that makes corners something to relish, an enthusiastic partner in a nerve-tickling quest to dive into a bend and pop out the other side with minimal loss of momentum. And if it loves a series of linked bends, there are few ways of feeling

the same buzz without resorting to illegal chemicals. Like a piece of mood-shifting music, it's impossible to measure; you won't find handling joy quantified in any specification table so it doesn't lend itself to bar-room bragging rights.

Maybe that's why handling heaven can be accessed without needing big numbers in your bank account. And you'll notice that none of the cars that Russ Smith has chosen for this month's big test are the ultimates of their own model ranges, never mind Guinness-book-of-impressive-numbers rankings. His choices span nearly every possible drivetrain configuration with engines in the front, back and middle, and power delivery from front, rear or all four wheels. Each combination has its own merits and limitations and the outcome is a range of challenge levels, from the most

user-friendly to those that have to be learnt and mastered before they reward with their own deliciously fine balance point between fun and fear.

Perhaps more than any other area of car design, cornering behaviour attracts a host of half-truths, misconceptions and nonsense. To round out the feature, we asked Tiff Needell to reveal the truth about how different layouts behave in corners, and how to get the best from them.

Enjoy the issue.

Phil Bell, editor



Cornering joy is unquantifiable, so while these machines might appear modest on paper, the data sheets go out of the window when the first bend arrives

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'This is one of the best racing movies you'll ever see'

Quentin Willson
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P6 Will driving this XJ12C woo a Citroën DS owner?



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ClassicCars5



A man with grey hair, wearing a dark blue coat, is driving a classic car. He is looking out the window with a slight smile. The background shows a blurred landscape with trees and a road.

[The List]

Your dream drive made real

‘It’s the smoothest engine in the world’

Citroën DS21 owner Chris Brown appreciates refinement, so we put him in a Jaguar XJ12C to put its legendarily slick demeanour to the test

Words SAM DAWSON Photography JONATHAN FLEETWOOD

G

rowing up in the Eighties and reading car magazines, I recall realising how special V12 engines are,' says *Classic Cars* reader Chris Brown as he enjoys a tour of Jaguar restoration specialist WinSpeed's engine workshop with proprietor Peter Hugo. 'Only a few manufacturers made them - Ferrari, Lamborghini, Jaguar and then later on BMW - and the Jaguar V12 had a reputation

as the smoothest engine in the world. Added to that, of course, Jaguar put them in such beautiful cars.'

Chris appreciates good aesthetics and Jaguars with equal enthusiasm; his garage contains a Citroën DS21 and he drove from Scarborough to Surrey today in his 5.0-litre XK. 'I've had a V12 Ferrari, but I've never experienced that Jaguar V12 and I need to know what that kind of refinement feels like. Period XJ road tests suggested its ride quality was on a par with Citroën's, but of course Citroën never had the engines. And my Jaguar's only got a V8!'

Peter has a great sense of theatre, and gradually builds Chris's sense of expectation as he guides him through workshops where XKs, E-types and XJs are being restored, towards a gleaming white XJ12C. 'I bought this from a retired schoolmaster,' he says as Chris gets comfortable in its deep, squashy leather driver's seat. 'I dealt with some rust in the door bottoms and resprayed it from a nasty bright white shade that'd been applied in the Eighties, but otherwise I was gobsmacked by its condition. It's always been Dinitrol-injected and has only covered 70,000 miles. It's one in a million - no rust under the vinyl roof, and grey headlining rather than the green they go thanks to oxidation. This is the closest you'll get to the way an XJ12C was in the Seventies.'

Chris settles in with ease, tilting the chromed automatic shifter's T-handle towards him, selecting Drive, and guiding the car gently onto Surrey's tree-lined country lanes.

'I've always wanted to drive one of these because XJ12s have always been on my radar,' says Chris as he lessens his grip on the thin wheel rim, shifting from palms to fingertips as he realises how light its power-assisted steering is. 'My DS has always been my first love, car-wise, but XJ12s - Series 3 saloons in particular - always seemed like such good value.'



CHRIS'S DREAM DRIVE LIST

Aston Martin Lagonda

'Utterly outrageous looks and

electronics - and Aston Martin went ahead and built the thing!'

1959 Cadillac Series 62

'If ever a car represented the mood of a country, this is it. Nothing could stop the American dream in 1959.'

Citroën SM

'More amazing to look at with each passing year. Didn't let reality get in the way of technical optimism.'

Citroën CX Prestige

'Space-age looks, a collection of clicks, hisses and wheezes from the hydraulics - this is the car Darth Vader would drive!'

Citroën XM

'In 1989 my dad bought one of the first in the country. This car introduced me to the world of big, hydraulic Citroëns.'

Ferrari 456GT

'I never really 'got' Ferraris until this came along. This first of the Luca di Montezemolo era cars wowed me with its looks and reviews.'

Jaguar XJ12

'A beautiful car with a sublime V12 - as worthy of legendary status as the E-type in my opinion.'

Lamborghini Miura

'The most beautiful car in the world. Simply being in the presence of one makes my heart beat that little bit faster.'

Lamborghini Countach

'When I was growing up it played the role of ultimate supercar better than any other.'

Mercedes-Benz R129 500SL

'Superb engineering, very advanced and with subtly understated good looks - surely the car that best reflects the Mercedes slogan: 'Engineered like no other car'.'



Light power steering means fingertip control of slender wheel

**‘The ride quality is superb.
It’s even more effortless
than the DS. You just point
it where you’re going and
it’ll deal with whatever it
encounters, smoothly’**



Dash-
board
detailing and
cabin ambience
impressed Chris

Three-speed
auto feels
low-gearred
at speed





We reach a series of S-bends that threaten to upset the XJ12's composure, but Chris tees up a racing line, looking to minimise roll and sharp steering angles. 'The steering's going to take some getting used to, but I'm already adapting to it. As you own and drive cars, they tell you a bit about yourself. I used to have a Porsche Cayman and loved it when I first got it, but as time went on I realised I wasn't some apex-clipping helmsmith who got up first thing on a Sunday morning to tackle some bends. It made me realise I was more of a GT man - and the XJ12 is the very epitome of a grand tourer.' We pass a sign welcoming us to a place called Normandy. 'It's such a good long-distance cruiser - look how far we've come already!'

'I think whoever coined the term 'louche' must have been looking at one of these, its pillarless windows dropped, at the time,' Chris muses as he relaxes into the seat back. 'I get an instant impression of a car's character when stepping into it for the first time, before the engine is even started, and the XJ12 is just lovely.' He points out details like the deeply reflective gold-and-bronze badging, the clear written signage on stainless steel fillets around the steering column, and the satisfyingly chunky centre-console buttons. 'It's a genuinely pleasant place to spend time in, and it subconsciously massages your expectations - you just know that a car with seats this comfortable will have light steering, for example, thanks to that thin, tactile wheel rim. The brakes could be described as 'louche' in their own way too, although I suppose they're just of their era.'

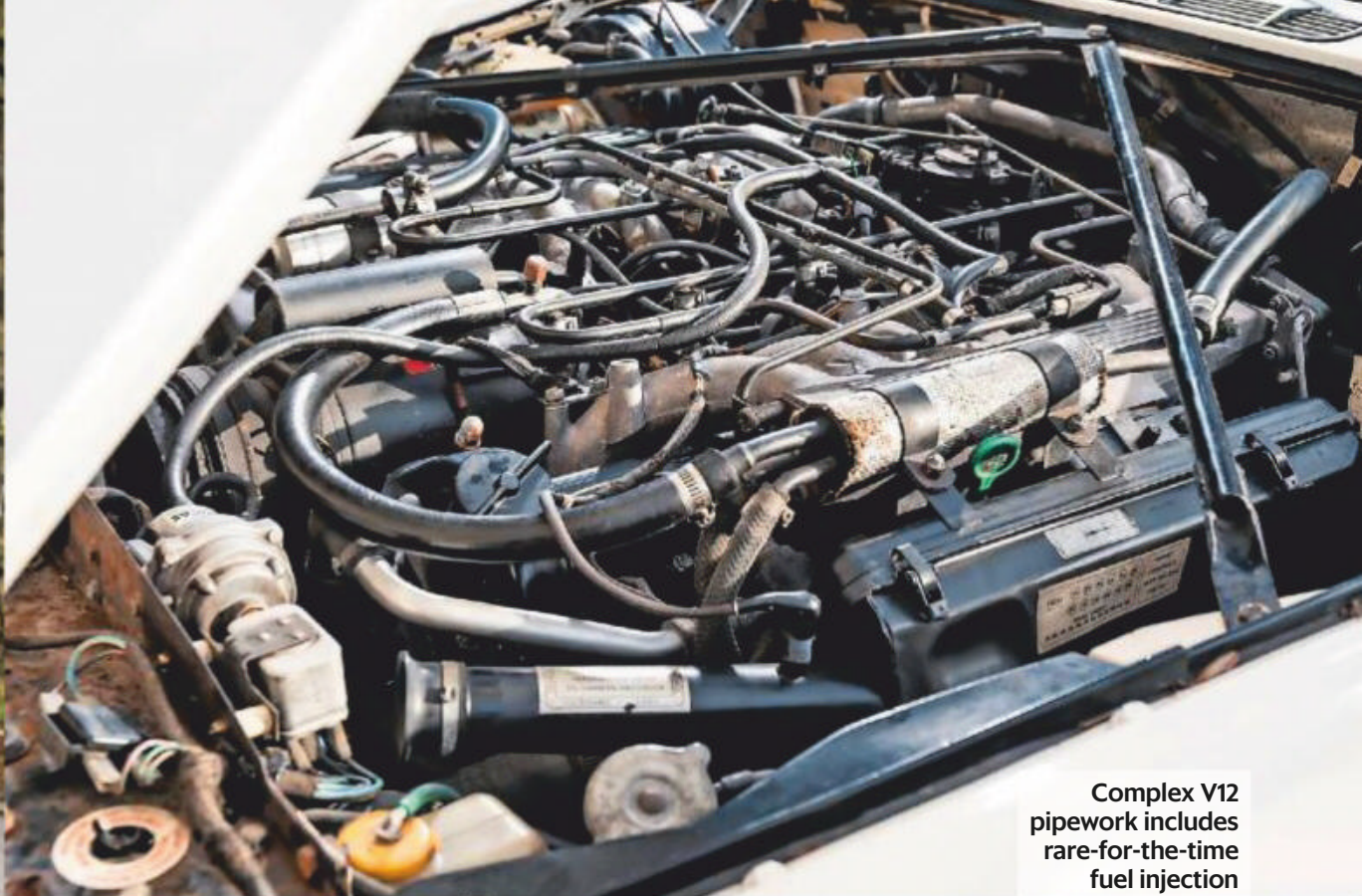
Chris flicks the XJ12 through another S-bend and over a hump-backed railway bridge, prompting another observation. 'The ride quality is superb. Don't get me wrong, the Citroën DS is still a ride-quality benchmark, but it can make a right meal out of something like that humpback bridge. You have to anticipate the suspension rebound and think ahead about how it's going to pitch and roll. Not so with this - you feel more bumps in it, but not harshly and as a result it's even more effortless for the driver than the DS, as you don't have to constantly think about what the car's going to do and what you'll have to do to counteract it. You just point the XJ12 where you're going and it'll deal with whatever it encounters smoothly and without fuss.'

'Ride quality is such an underrated facet of vehicle engineering; I can't understand why car magazines don't spend more time evaluating it,' Chris muses. 'Not every drive you make in a car involves pushing the envelope of its performance or encountering the limits of its handling. However, most drives test the ride quality. It's the hallmark of a well thought-out car.'

Chris brings the XJ12C to a halt by a country churchyard with a deserted car park, so he can better study it in isolation, and pops the vast bonnet open, marvelling at the complexity beneath. 'What's impressed me right from the start is how modern the engine feels,' he says. 'It starts quickly without fuss, it's almost completely silent at idle, and even though you can feel how



‘You can feel how powerful it is, but it delivers with a turbine-like whoosh’



Complex V12 pipework includes rare-for-the-time fuel injection

No bonnet sound-deadening means quiet engine is doubly impressive



powerful it is, it delivers the power with a turbine-like whoosh. I know that’s such a motoring-journalism cliché, but it’s true.

‘However, the view under the bonnet is just a mass of wires and pipes achieving this. I’m not mechanically-minded and I wouldn’t know where to start to understand how all this works, but I can see that the refinement of the engine is at least in part down to the complexity of its fuel-injection system – such a rarity back then that Jaguar advertised it on the bootlid. In fact, I’ve just realised there’s no sound-deadening on the inside of the bonnet, and yet I still can’t hear it idling even when I’m stood next to it! Such is the inherent balance of 12 cylinders, and that injection – although seeing several Lucas badges under the bonnet wouldn’t exactly fill me with confidence!’

We take a walk around the car, taking in its finer points. ‘It’s a very demonstrative car for something so refined,’ Chris notes. ‘As well as the Fuel Injection badge, someone at Jaguar must have taken the decision to write ‘TWELVE’ in capital letters on the badge at the front, and ‘HALOGEN’ on the headlights, for example. And when you think about it, in 1977 hardly anything had power steering,

so it made sense to make it so light to underline the fact the car had it. You can imagine an XJ12 driver wafting into a car park, making parking manoeuvres with one finger on the wheel while drivers of things like Ford Escorts and Vauxhall Vivas hauled on theirs. It must have felt like something from another world back then. Twin fuel tanks too – that was considered so exotic, so excessive. But I suppose it was yet another thing that Ford Escorts didn’t have, so this needed them – that’s the kind of thinking that underpins this car. I love the way the exhausts snake out of the bodywork too. Snakes under the bonnet, snake-hipped styling, snakes at the rear – it’s that kind of car isn’t it?

‘It’s a great shape too. I like saloons, and even though this is a coupé, it’s a classic two-door saloon by the standards of the Seventies. I much prefer it to the XJ-S in the same way that I prefer Maserati’s Quattroportes to their various GTs. It’s a testament to the stylist’s art – it’s far easier to make a cramped coupé look good. But to make something that’s a practical four-seater look this good is properly clever. I can really picture myself in one of these, wafting along on a sunny day with all the windows down.’

1978 Jaguar XJ12C

Engine 5343cc sohc per bank V12, Lucas OPUS electronic fuel injection **Power and Torque** 244bhp @ 5250rpm; 269lb ft @ 4500rpm **Transmission** Three-speed automatic, rear-wheel drive **Brakes** Servo-assisted discs front and rear **Suspension** Front: independent, wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, wishbones, trailing arms, dual coil springs, dual telescopic dampers **Steering** Power-assisted rack-and-pinion **Weight** 1902kg **Performance** 0-60mph: 8.8sec. Top speed: 139mph **Fuel consumption** 13mpg **Cost new** £11,755 **Classic Cars Price Guide** £9000-£26,000



Pillarless coupé looks great and whistles along at higher speeds

We set off again, this time heading for a road laden with infamy so far as Jaguars are concerned. The Hog's Back is a soaring four-lane high-speed route through the Surrey hills, but it was here - months after securing his Formula One World Driver's Championship - that Mike Hawthorn fatally crashed his MkI during an impromptu race with Rob Walker's Mercedes-Benz 300SL. However, today its high-speed nature gives Chris the chance to stretch the XJ12.

'The automatic gearbox's changes are almost imperceptible,' he notes as the XJ12 slides into its highest ratio. 'It's not snappy in its changes and it doesn't kick down like a modern automatic, but that's not the point - it does what it needs to, which means being smooth. It's not a car that's trying to be exciting, but everything about it is extremely good, and that's a great thing. "Exciting" cars are usually massively flawed in several areas, whereas I simply cannot find fault with this car.'

Unfortunately though, as Chris edges the XJ12C over 60mph, he finally finds a gripe. 'That's a shame; as we increase speed I'm having to raise my voice - not over the engine note, but the wind whistle from the window seals,' he shouts. It was always the XJC's Achilles' heel - those frameless, pillarless windows proved impossible to seal properly and kept the coupé away from production for nearly two years. 'It's annoying because otherwise roads like this are the XJ12's natural habitat - I'm at the speed limit and there's a lot more throttle travel to go.'

As Chris directs the XJ12 back towards WinSpeed's workshops, he ponders whether he'd add one to his collection. 'I would, but I think mine would be a saloon, simply to avoid that wind noise,' he says after a long pause. 'That said, I still love the idea of a pillarless coupé, wafting down to the south of France with all the windows open. However, it'd accompany my DS, not replace it. They're very different cars really - the Jaguar achieves the Citroën's refinement, but uses much more conventional ingredients to do it - apart from the incredible engine, of course.'

'But there's something else important about the XJ12 which draws me to it. It's the story of Jaguar's struggle. It dates from a time when Jaguar was fighting for its independence within British Leyland. So with the XJ12C it had to build a car that embodied all of Jaguar's values completely. And it succeeded.'

Thanks to: WinSpeed Ltd, where this car is for sale for £49,500 (winspeedmotorsport.com)

[Want a Drive?]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to classic.cars@bauermedia.co.uk. Be prepared for the photoshoot glamour of an early start and a long drive to get there.

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LOTUS
ELITE**

CHRIS'S CAR CV

This Citroën fan likes high performance too



CITROËN AX10 DEBUT

'My first car, bought to go with my first job. It did everything I needed, proved cheap to own and run, and I learnt about the importance of maintaining momentum at all times.'



CITROËN DS21 PALLAS IE

'I've wanted one ever since 1989 when my dad bought an XM. It's more than lived up to my expectations. Just an utter joy.'

ALFA ROMEO 156

'Bought nearly new at a substantial discount. A great-looking car and surprisingly reliable in the five years I owned it - the notorious Selespeed gearbox never went wrong!'

PORSCHE CAYMAN S

'Everything I read about them suggested it was the perfect car for me. It was great in so many ways, but it did prove to me that I wanted a bit more long-distance comfort.'



FERRARI 456

'I loved the 456 from the day of its unveiling. Circumstances meant I was fortunate enough to buy a 1995 example in 2015, knowing that I would not be able to afford the running costs long-term. I only kept it a year, but definitely meet your heroes - it was just an epic car.'



JAGUAR XK 5.0

'Proved to be the relaxed and comfortable cruiser that I currently need a car to be. Doesn't make the hairs on the back of my neck stand up, but such a good car in almost every area.'

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Tracking the Rover's return

Make way for the P5B – the original Iron Lady is on a warpath of rampant resurgence

Rover's P5B coupé is doing well. I remember when fine examples used to make between £10k and £15k – but you can double that now. Exceptional low milers are making £40k and in August CCA sold a spectacular Zircon Blue '72 coupe with a warranted 20,000 miles and continuous confirmatory history for £39,405. In December CCA sold another '72 coupe, this time in Admiralty Blue, with 53,000 miles, seven-year ownership, Ziebarted from new and with ten Rover dealer stamps in its original Passport to Service booklet for £32,190.

Percival Motor Company in Kent has a Silver Birch '70 coupé 'extensively restored' and with 95k miles for £24,750, while in May Historics sold a '73 in Zircon with 78k for £19,040. Cleveewood Garage in Bristol currently has a '72 in Admiralty with

49,000 miles for £22,500. Who would have thought that we'd see this clubby Rover chasing Jag 3.8 Mk2 values?

There are several factors at work here. Proper, mint P5B coupés are rare simply because restorations and keeping original cars perfectly fettled have become expensive endeavours. You could burn £100,000 professionally restoring a tired P5B while big jobs like engine rebuilds, re-trims and resprays usually cost north of seven grand. But I think we've also fallen back in love with the P5B coupé. The combo of burbling 3.5-litre Buick V8, rakish roofline, plush cabin and chrome Rostyle wheels radiates Seventies cool and the road presence is epic. The saloons aren't considered so glam and

run at around half the money of coupés. Mind you, I'd have a factory black P5B saloon tomorrow.

Prime Ministers Harold Wilson, Edward Heath and Margaret Thatcher used black P5B saloons. When production ended in 1973 the MoD bought the final 21 cars and mothballed them. Thatcher was still using an armoured P5B as her official transport into the Eighties.

The Queen still owns a '72 Edinburgh Green saloon – registration JGY 280 – which I once drove for *Top Gear* (she gracefully gave her permission). But maybe the real reason for the P5B's renaissance is that it reminds us of a time when things were rather more settled than they are now. Perhaps Boris should park one outside Number 10?

VALUE 2014
£12k
VALUE NOW
£22k





BMW E28 M535i chasing the M5 into the stratosphere

With mint E28 M5s at between £70,000 to £80,000 it's no surprise that low-mileage M535is are moving up in sympathy. In June CCA sold an '85 manual in Agate Green that had been perfectly stored for 28 years with just 40,000 warranted miles for £24,280 and in December it knocked down a 'meticulously restored' '87 in Malachite Green for £15,540. These are solid prices for sure, but look abroad to Europe and values are even stronger. Premium Classics in Holland has a black '85 lhd manual with 29,000km for £52,000, while Harri Asunta in Finland has an '86 lhd manual with total history and 176,000km for £29,500.

Built 1985-'87, the E28 M535i got the tough 12-valve M30 3.4-litre six, rode on M-Tech suspension with a limited-slip diff, and was good for 143mph. It's almost

VALUE 2014
£20k
VALUE NOW
£50k

as much fun as an M5 for around a quarter of the price today. Find a low-mileage non-cat rhd with the dog-leg ZF manual gearbox and you'll own one of just 1137 examples, only a few hundred of which came to the UK; I'd wager there are fewer than 50 fine survivors left.

I'd love to say that there are lots of M535is in the small ads but there aren't. Most had the life driven out of them early on and then went the way of

all flesh with fourth and fifth owners who couldn't afford to run them. So if you come across any E28 M535i – especially a manual – that's in decent nick and at sensible money, snap it up. And also understand that prices of provable mileage cars with histories will carry on being pulled up in the slipstream of M5s. I'm expecting the nicest right-hook manual examples to march past £30k soon.



Mont-real value to be found in Alfa's super-coupé

Alfa's Montreal is also worth watching. After some notable highs in 2017 when values started nudging £70k they fell back in 2018 to around £40k with plenty of cars being trailered away from auction halls unsold. But in March this year CCA sold a fine lhd '72 with £28k of body restoration bills for £59,400, and then in July Silverstone sold a mint rhd with 27-year ownership for £70k. More recently in November Silverstone sold an orange '76 rhd project – tired and needing lots of work but very original – for a strong £39,375. There's also a private seller in Sussex advertising a '74 rhd that he's owned for 30 years with 43,000 miles warranted and long history for £58k. If you look at the value curve from 2017 to 2019, Montreal auction prices dip sharply in 2018 but have started rising steadily through 2019.

VALUE 2014
£55k
VALUE NOW
£70k

Just 3900 units were sold globally between 1970 and 1977, with only around 150 imported to the UK in rhd form. This makes Alfa's V8 super-coupé rarer than many other contemporary Italians. Top speed isn't great at 134mph but that amalgam of gorgeously exotic Gandini-designed looks, Italianate style, sweet V8 and slick-shifting ZF manual 'box means they're always going to be ultra-desirable. Look for an

older-restored UK-supplied right-hooker with bills for engine and trim work – some cars are being offered with £30k sheaves of past invoices – and at today's circa-£50k prices you'll be buying behind the Montreal's latent market potential. There are only 69 cars currently registered with the DVLA and only a few of those will be rhd. As always, it's all about the production numbers.

ASK QUENTIN

Lotus Elan or Aston?

I have just finished a body-off restoration of a 1966 Lotus Elan S3 DHC with its original chassis but I am considering buying a 2011/12 Aston Martin Virage as a long-term investment. Should I sell the Lotus and buy the Aston Martin or keep the Lotus long term?

Saul Folkard

**NOT SURE
WHETHER NOW'S
THE RIGHT TIME TO
BUY, SELL OR HANG
ON TO THAT CLASSIC?**

Email classic.cars@bauermedia.co.uk with 'Ask Quentin' in the subject line.

There's no data to suggest that a late AM Virage will be a good long-term investment. List price was originally £150k but you can now buy a low miler 2011 for £65k. And it isn't remarkable or rare enough to expect prices to rise enough to justify cherishing one for the long-haul.

I'd keep the Elan. Your S3 drop-top is rarer, more separate, more widely understood and, critically, much cheaper to own. Stick with what the market knows and desires.

Quentin Willson

Keep or sell my Range Rover?

My 1972 Mercedes 350SL is a manual European version with approximately 200,000km. The car was imported to California in 1990 and retains European headlights, gauges etc. It's unclear how it was registered in CA, but it was, and is now registered in Connecticut.

It's in excellent, very original condition. Do you think it has much appreciation potential?

David Wilfert

The manual 350SL is a rare thing but the market prefers the automatic version. R107 prices have begun to weaken after a long period of strong demand so I don't think it will appreciate much in the short term.

Quentin Willson

Precious E-type history

I started into the hobby in the mid-Seventies when I bought a garage-find 1961 Jaguar E-type roadster in Belfast for £325. At the time it was considered a banger.

It was restored to standards of the time; only later did I discover that being chassis number 850033 may have added to the difficulty in getting parts. Having sold it in the mid-Eighties I realize that the early history will not be obvious to the present owner because when I brought it back to Kirkcaldy in Fife it lost its Ulster registration. I have tried to find the current owner via the owners' clubs, magazines and garages but with no joy.

Bill Keddie

Thanks for filling in an important part of this historic E-type's history. It was advertised in this magazine in 1986 and survives, restored to concours condition by Mill Lane Engineering. An entry on xkedata.com mentions the Irish connection. This was the first roadster in Ireland delivered to Victor Ltd in Belfast in July 1961. It's also one of the 56 early UK dealer demonstrator roadsters photographed outside the Brown's Lane factory on 14 July 1961.

I'll add your photo to the xkedata website, asking the current owner of 850033 to get in touch.

Quentin Willson

**MORE
QUENTIN
WILLSON
p 39**



CCA ends 2019 with strong sale

Sporty Brits to the fore in Leamington Spa

Classic Car Auctions signed off the year with a healthy result at the Warwickshire Event Centre. Shifting two-thirds of the lots is what we'd call a decent score today, but CCA managed it without much resort to the no reserve offerings so often the norm now. BMWs, Jags and Mercs dominated the unsold column, largely the newer, more populous models that lack a compelling reason to buy a particular car now while you can. However, there was keen bidding for anything a bit special or unusual that you won't find plenty of in the classifieds. Among those was an Alfasud-engined Clan Clover, one of just 16 built after Clan's Northern Ireland rebirth. Hard to value, especially with just 13k on the clock, but it made an above estimate £9435. In a way that made the just-below-estimate £14,985 paid for the Lotus Esprit X180 Turbo fresh out of long-term ownership with 91k and a solid history look like a bargain.



With well over half the cars CCA sold going for within or above estimate, this was a strong performance in what has lately been a difficult market. Against the background noise of an election, perhaps it was the need for escapism.



CCA's sub-£15k Esprit X180 Turbo boasted a new (not rebuilt) engine to counter its high mileage

Market indicators It's just like old times with enthusiasts snapping up the special and interesting



▲ 1972 Rover P5B Coupé £32,190

Classic Car Auctions, Leamington Spa, 7 Dec

This was amazingly original, having covered 53,748 miles and spending most of its time since 1990 tucked away in heated, dehumidified garages. It had recently been disinterred and recommissioned. The result shows just how sought after the best of these distinguished coupés are. CCA's £20-25k estimate was about right, but this rare opportunity drove buyers to up their game. Still cheaper than restoring one.



▲ 1994 Aston Martin Virage Volante £235,750

Bonhams, Bond Street, 7 Dec

Even with a factory 6.3 upgrade, six figures for a Virage Volante is pushing it, but this proved to be a right Royal investment. Loaned to HRH Prince Charles for the first 13 years of its life, it was bought at Bonhams' 2012 Aston Works Service sale for £119,100. It has covered just 900 miles since, taking the total to a little under 35k. The market has moved since then, and that is top provenance, but this was well sold.



▼ 1984 Nissan Cherry GTI Europe £1912

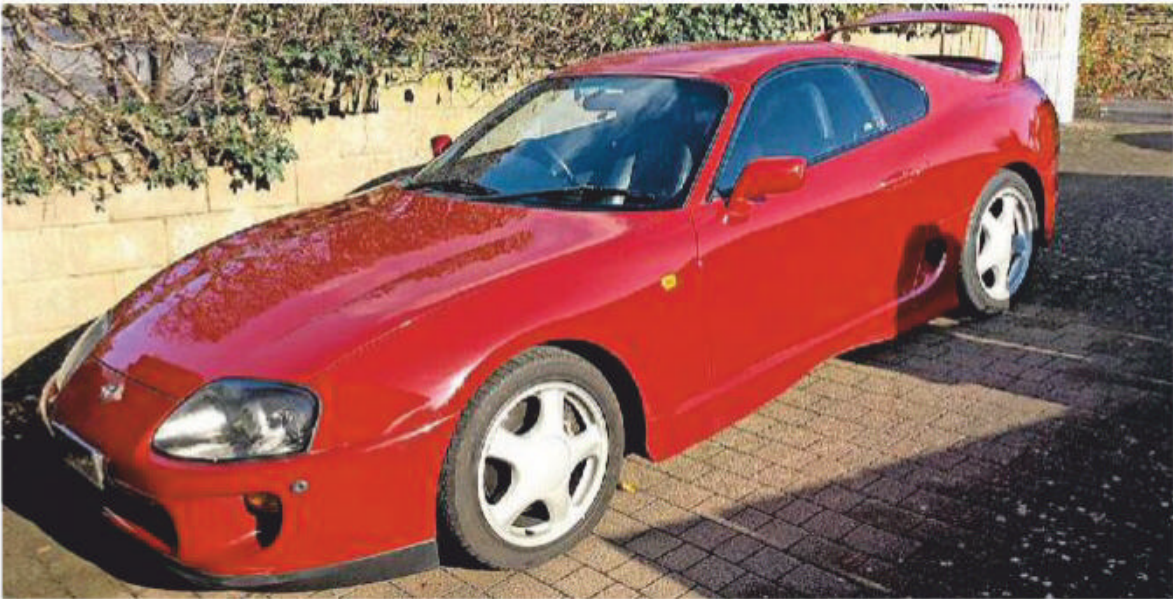
Bonhams MPH, Bicester, 26 Nov

A true motoring oddball from the short-lived Alfa/Nissan tie-up, also sold as the Alfa Romeo Arna. It's basically a Cherry with an Alfasud 1.5 engine, and it appears just four Nissan models survive here. In need of a little cosmetic improvement and wearing an Alfa front grille, this 36,000-miler is surely worth preserving for posterity, though not at the £2k-£4k Bonhams suggested. But there was no reserve and the price paid looks spot-on.

Rise of the Supra – a modern classic

The Turbo version of the fourth generation (or 'A80') Toyota Supra was introduced to the *Classic Cars Price Guide* last June, and has since added another 50 per cent in value. It seems the market was more than ready for this dramatic looking coupé, which boasts almost supercar performance from its sequential twin turbos but also enjoys traditional Toyota build quality. Being priced new at Porsche 968/Jaguar XJS levels made them slow sellers here, so you're as likely to find a later import as a UK-market car.

There's a premium for those, but not as much as you'd think. An imported '94 car with 49,000 miles but the less-favoured automatic gearbox recently made an above-estimate £16,650 at auction. That shows the strength in demand for good cars with the right history – a chunk of which means not having been thrashed in later life by the PlayStation generation. Originality and Toyota care are key to top value, with asking prices now topping the £30k mark and still heading upwards. Time to buy – at the right price.



Family fun with a Ford

Once as numerous as lampposts, any Cortina is now a rare car. That seems to be tugging the nostalgia strings of people of a certain age and we've noticed a recent surge in buying activity and rising values for all Cortinas. But it especially applies to the Seventies MkIII, and not just the fancy models. In fact it's the more basic models that are seeing the biggest rises, with values up 12% on where they were a year ago, at a time when Escort values seem to have steadied. Perhaps it's the extra room that appeals, alongside memories of past family cars. There is, it has to be said, a special appeal to a basic 1.6 in a flat colour. It will certainly stand

out at a show, where you are more likely to see GXL and E models with metallic paint and vinyl roofs. It might raise eyebrows, but you need approaching £10k for the best MkIIIs now.



1966 Ford Mustang Coupe £8360
Barons Auctions, Surrey, 10 Dec
Proof that you don't need big money for early Mustang cool. Of course at this price it was a six-cylinder, drum-braked base model, and the faded past repaint means a respray is needed unless you want to rock that down-at-heel look. But this was a solid base for improvement, with no rust. Money has also been spent on recovering the seats and fitting full seatbelts. A V8 like this would be £12k plus.



1995 VW Corrado VR6 Storm LE £5772
Classic Car Auctions, Leamington Spa, 7 Dec
Predictions for the classic credentials of the Corrado have fallen on deaf ears, but then they always were more popular with motoring journos than the buying public. This one-of-500 Limited Edition model had been in the same family since it was eight weeks old and had done just 62,000 miles. It also boasted £1840 recently spent on a mechanical refresh. Rated at £7000-£9000, the result here looks a very good buy.

PRICE GUIDE MOVERS

On the up
There's a bit of bounce from the same market favourites, but Volvo turbos are really moving

Make and Model	Year	Concours	Mint	Good	Rough	% up
Aston Martin DB2/4 MkI/II	53-57	185,000	145,000	95,000	65,000	+5.7%
Aston Martin DB2/4 con	53-57	300,000	230,000	170,000	130,000	+9.1%
Aston Martin Virage Volante	92-96	77,500	60,000	32,500	22,000	+3.3%
Audi RS2 Avant	94-95	35,000	27,500	16,000	10,000	+17%
Bentley S1 Continental Mulliner	55-59	450,000	325,000	190,000	150,000	+23%
Bentley S2 Park Ward con	59-62	375,000	275,000	150,000	90,000	+25%
Bentley S3 MPW 2dr coupé	62-65	205,000	155,000	90,000	60,000	+2.5%
Bentley S3 MPW con	62-65	250,000	170,000	110,000	65,000	+4.2%
BMW M535i (E28)	85-87	13,500	9750	4750	2250	+8.6%
BMW M5 (E28)	85-88	50,000	35,000	17,500	10,000	+25%
Ferrari 410 Superamerica	56-59	4.2m	3.5m	2.8m	2.4m	+5.0%
Ferrari 288GTO	84-87	2m	1.8m	1.6m	1.4m	+2.6%
Ferrari F40	88-92	1.1m	950,000	800,000	n/a	+10%
Ferrari F50	95-97	2m	1.6m	1.3m	n/a	+5.3%
Ford Capri 3000GT	70-74	22,500	15,000	7000	3400	+13%
HRG 1100/1500	38-56	60,000	46,500	32,000	22,500	+3.9%
Iso Lele	70-74	44,000	24,000	15,000	7500	+10%
Lamborghini Miura P400	66-69	1m	700,000	550,000	460,000	+5.3%
Lamborghini Miura 400S	69-71	1.3m	1m	650,000	550,000	+8.3%
Lamborghini Miura SV	71-75	2.2m	1.8m	1.5m	n/a	+10%
Lancia Rally 037 Stradale	82-83	300,000	225,000	175,000	n/a	+9.1%
Lancia Delta S4 Stradale	85-87	285,000	220,000	150,000	n/a	+3.5%
McLaren F1	93-98	13m	11m	9m	n/a	+6.0%
Mercedes-Benz 540K Cabrio A	36-39	2.1m	1.65m	1.2m	850,000	+7.7%
Mercedes-Benz 280SL-SL320	89-01	12,000	7000	3600	2000	+4.3%
Porsche 911 Carrera RS (964)	92-94	195,000	170,000	140,000	110,000	+4.0%
Porsche 911RS Clubsport	95-96	275,000	225,000	185,000	155,000	+3.8%
Porsche 911 GT2 (993)	95-98	1m	835,000	725,000	650,000	+8.1%
Porsche 911 GT3 (996)	99-05	77,500	60,000	50,000	40,000	+3.3%
Rover P5B 3.5-litre Coupé	67-73	22,000	15,500	9000	3500	+10%
Rover Mini Cooper/S	91-00	8750	6000	3000	1600	+2.9%
Triumph Spitfire MkIV/1500	70-78	8000	5250	2400	950	+6.7%
Volkswagen Golf GTI MkIII	92-97	4500	2850	1500	550	+13%
Volvo 244/264 sal/est	74-79	3750	2750	1200	600	+7.1%
Volvo 740/760 Turbo	86-92	4500	3000	1400	650	+17%
Volvo 940 Turbo	90-96	5500	3500	1500	650	+4.7%

On the slide
Fallers outnumber climbers for the first time as buyers wrestle back control of the market

Make and Model	Year	Concours	Mint	Good	Rough	%dwn
AC Cobra MkI/MkII/289	62-69	800,000	675,000	525,000	425,000	-3.0%
Aston Martin DB3S	53-56	5.1m	4.4m	3.8m	n/a	-2.9%
Aston Martin DB4 Vantage	61-63	550,000	440,000	365,000	275,000	-2.7%
Aston Martin DB4 GT	60-63	2.8m	2.3m	1.8m	1.4m	-5.1%
Aston Martin Vanquish	01-04	82,000	74,000	66,000	56,000	-3.5%
Bentley S1 Cont. PW coupé	55-59	337,500	250,000	140,000	110,000	-10%
Bentley S1 Cont. P Ward con	55-59	750,000	600,000	300,000	200,000	-3.5%
Bentley S2 Flying Spur	59-62	187,500	140,000	75,000	50,000	-3.8%
Bentley S3 Flying Spur 4dr	62-65	170,000	120,000	75,000	50,000	-2.9%
BMW 2800CS/CSA	69-71	24,000	16,500	9750	5000	-4.0%
Ferrari 166MM Barchetta	48-50	4.5m	4m	3.4m	3m	-5.3%
Ferrari 340 America	51	3m	2.65m	2.25m	1.6m	-6.3%
Ferrari 250 Europa SI/SII	53-55	1.45m	1.25m	1.05m	900,000	-9.4%
Ferrari 250 California Spider lwb	58-62	8m	7m	5.5m	4.5m	-3.0%
Ferrari 250GT Cabrio Se2	60-62	1.2m	1m	850,000	700,000	-7.7%
Ferrari 250GTE 2+2	60-63	365,000	300,000	225,000	175,000	-8.8%
Ferrari 250GT Lusso	62-64	1.35m	1.2m	1m	900,000	-6.9%
Ferrari 400 Superamerica coupé	60-64	2.4m	2m	1.8m	1.7m	-4.0%
Ferrari 330GTS	66-68	1.75m	1.5m	1.15m	1m	-10%
Fiat 500 Topolino	48-55	13,500	9750	5000	2250	-3.6%
Fiat 2300S	61-68	32,500	23,000	16,500	10,000	-4.4%
Ford Fiesta XR2 MkII	84-89	9500	6500	3000	1400	-2.6%
Frazer Nash Le Mans Replica	48-52	700,000	550,000	375,000	300,000	-3.4%
Gordon-Keeble GK1/IT	64-67	97,500	75,000	50,000	30,000	-2.5%
Iso Grifo 7-litre	69-74	340,000	260,000	175,000	130,000	-2.9%
Jaguar C-type	51-54	3.8m	3.6m	3.4m	3.1m	-5.0%
Jaguar D-type	77-90	6.5m	5.5m	4.25m	3.8m	-3.7%
Lamborghini Islero	68-70	195,000	155,000	130,000	110,000	-2.5%
Lamborghini Countach LP400	74-76	1.2m	875,000	700,000	565,000	-7.2%
Lancia Aurelia B24 Spider	55-56	1.1m	850,000	675,000	600,000	-4.3%
Maserati Quattroporte IV	94-01	11,500	9000	5500	3000	-4.9%
Maserati 3200GT	98-01	12,500	10,250	7750	5500	-3.8%
Porsche Boxster 2.5	96-99	6000	4500	3000	1750	-11%
Porsche Boxster 2.7	99-04	7250	5500	3750	2000	-9.4%
Porsche Boxster 3.2S	99-04	9250	7000	4400	2750	-5.1%
Rover P5B 3.5-litre sal	67-73	15,000	11,000	5000	2200	-6.3%
Volkswagen Corrado VR6	92-95	8500	5750	2750	1200	-2.5%



Sierra Cosworth amongst 2019's most appreciating cars, according to Hagerty

Last year's riser and fallers

Hagerty's 2019 market review reveals turbulent picture

Mid-market enthusiast cars sold well in 2019, but those valued above £150,000 suffered hardest falls. Those are the headline conclusions from Hagerty Insurance's annual review of the classic market. They also document a dose of reality, with falling asking prices at dealers as everyone adjusts to it not being 2016 any more. As an example, average asking prices for the Ferrari Testarossa fell from £116,000 in 2018

to £110,000 last year. A little closer to the average auction price for them of just over £91,000. However, trends are far from all being downwards. Hagerty's Classic Index, which tracks the values of 50 key models, shows that during 2019 some 23 of the tracked cars increased in value, 17 remained static, and just ten were fallers. Among those on the up are Sierra Cosworths, for which it reports a 13.7% rise which isn't far off the 9.4% logged in the *Classic Cars Price Guide*. But its claimed 23% rise for the Jaguar Mk2 3.8 was skewed by the inclusion of the unrepeatable 8700-mile car that Silverstone sold for nearly £70k in May. We record the Jaguar's rise at a more modest 2.7% – still in the right direction. Other big risers that we have spotted during 2019 include the MGB GT V8, which has jumped 20% in shiny bumper form, and the Saab 900 Turbo – up 12.5% during the year. For Hagerty's full report see hagertyinsurance.co.uk

IN THE TRADE



GOODING FOR LONDON
Top American auction house Gooding & Company has announced it will hold its first-ever sale in London. The 'Passion of a Lifetime' auction is the disposal of a single collection and will take place at Somerset House on 1 April. Gooding is being tight-lipped over the identity of the collection, saying only that it was, 'The culmination of decades of commitment to bring together the most coveted and valuable examples of European sports and racing cars.' See goodingco.com



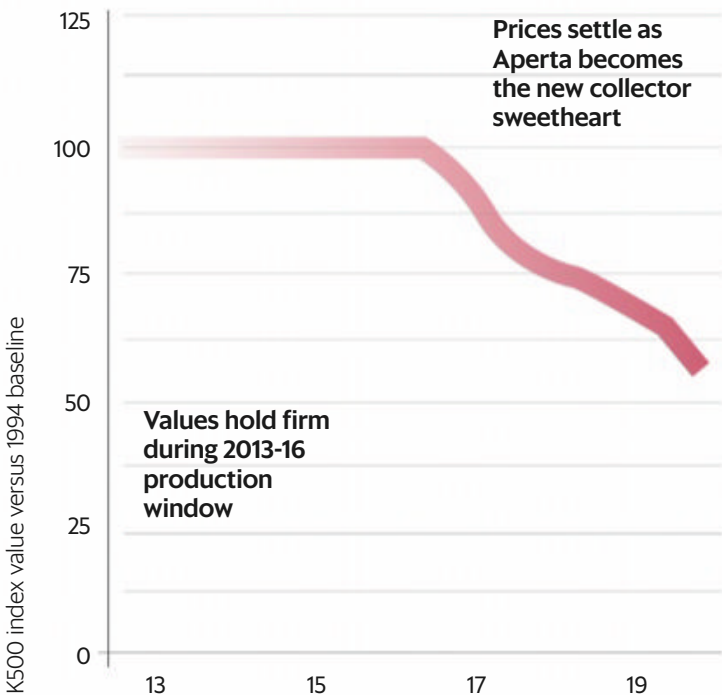
NEW INTEGRALE BUMPERS
Fiat Chrysler Automobiles is launching a heritage parts range dedicated to the classics that come under the company's umbrella on both sides of the Atlantic. The first components announced are new front and rear bumpers for Lancia Delta Integrale. Great news for Integrale fans; it follows the discovery of original moulds abandoned at Lancia's San Benigno plant, which have been refurbished. Prices are £1170 for the front bumper, £1035 for the rear; they can be ordered through FCA dealers.

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Ferrari LaFerrari

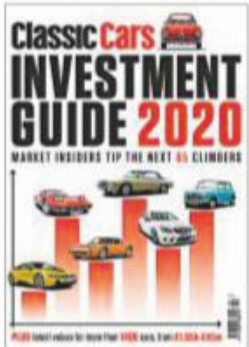


K500's Simon Kidston says, 'Get beyond the self-indulgent name and experience 950bhp at 9250rpm – insanely fast, yet as easy to drive as a 458. Quite possibly the final big-engined Ferrari hypercar and one only offered to Ferrari's best clients, a transaction often made smoother by the addition to the order of a four-seater Ferrari or two. After the initial "How do I get one?" frenzy, prices for the 500 coupés made have settled down to just a handy £1m premium over list, but expect to pay another 60% or more for an Aperta (open) LaFerrari, of which only 210 were built.'



INVESTMENT GUIDE 2020

This new 100-page bookazine features a collection of the best information gathered from issues of *Classic Cars* over the past year. It contains essential advice from top market insiders led by Quentin Willson and predicts which way a wide variety of classics are likely to be heading. There is also the latest version of the *Classic Cars Price Guide*. Available for £7.49 from WH Smiths and larger grocery stores, or via greatmagazines.co.uk with free UK delivery.





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owners tend to be enthusiasts who care for their car. The last UK owner, Gary West, an engineer who works restoring vehicles at the Haynes International Museum in Sparkford, Somerset, bought it from a classic car dealer in Bristol. After his tenure, because of its unusual and desirable colour, it was bought by a private collector in Malaysia.

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'A pristine, unraced example from long-term ownership is a rare market opportunity'



Clubbed to deaf

Hardest-core air-cooled 911 brings the noise to Paris

The air-cooled Porsche market may not be what it once was but some 911 models will always attract attention, like the very limited run 1996 Carrera RS Clubsport that RM Sotheby's will be offering at its Paris sale on 5th February. For some expert opinion on the car we turned to independent Porsche valuations specialist John Glynn at porschevaluations.com.

'While air-cooled 911 prices have softened since the highs of 2015-16 - when one 911 Carrera RS Clubsport sold for £403,200 at auction - there remains good demand for low-production, low-mileage, few-owner air-cooled 911s carrying

the iconic RS badge. Porsche manufactured relatively few air-cooled RS models and the 993 RS is the last of them. And if RS models are hardcore then the 993 RS Clubsport is the hardest of them all, with a full welded rollcage stiffening a much lighter chassis, pushed along by the desirable 3.8-litre engine with 300bhp to play with.

'One hundred RS Clubsports were built conforming to FIA GT2 homologation regulations and many were raced as such in period. A pristine, unraced example from long-term ownership like this, originally supplied in Germany (with the optional Blaupunkt Düsseldorf stereo, so not for a race buyer) is a rare market opportunity that will be attractive to collectors.



‘The most recent sale of a previously raced example had recorded fewer than this car’s 62,000km [38,500 miles], but racing kilometers are a different story. It was presented in original paint and sold for €313,000 (£266,000) including premium.

‘Collectors would prefer lower mileage than this car offers, but with better history and no racing past, it should at least match the most recent price. Although no estimate is given, it should breeze past €300k (£255k) en route to €350-360k (£298k-£305k) if it’s as good in the metal as it looks in the photos. But remember, all Porsches - especially the rare ones like this - require careful inspection before bidding.’ See rmsothebys.com for more details.

This Clubsport might not have the delivery mileage that some collectors desire, but a modest back catalogue of road miles is surely more desirable than a punishing competition history?

Photo: RM/Dirk de Jager

1954 Alfa Romeo 1900c Supersprint

▼ **For sale at** Bonhams, Goodwood. March 29, [bonhams.com/cars](https://www.bonhams.com/cars)

Why buy it? This is a superb example of a stunning car that comes with full history including original purchase invoice. In the UK since 1960, it has been with the current owner since 1985. Subject to a restoration in the early Nineties, it remains good enough to have won a prestigious concours award in 2019. **Estimate** £175,000-£225,000



1967 Ford Mustang 390GT

For sale at Artcurial, Paris, February 7, [artcurial.com](https://www.artcurial.com)

Why buy it? You'll have to beat off French fans if you want this hopped-up Mustang because it was owned and raced by Johnny Hallyday – better known to us as 'the French Elvis' but also a bit of a racer. He even bagged a runners-up trophy with this at Monthléry in 1967. **Estimate** €150,000-€300,000



1952 Dyna-Veritas Cabriolet

For sale at RM Sotheby's, Paris, France, February 5, [rmsothebys.com](https://www.rmsothebys.com) **Why buy it?** It's cool. You may never even have heard the name because Veritas only built 176 examples – using Panhard Dyna 745cc flat-twin engines – before price cuts by rival VW drove it out of business. This is one of ten surviving cabrios and it has been in a museum for the past ten years. **Estimate** No reserve



1960 Austin A40 MkI

For sale at SWVA, Dorset, January 31, [swva.co.uk](https://www.swva.co.uk)

Why buy it? There's not much of a file of paper history with it but this charming little Austin has had just two owners during its 59-year life, the first until 2002. It remains largely original right down to its correct-style silver-on-black number plates but could really do with a new set of carpets. Otherwise it's ready to go. **Estimate** £tbc

UPCOMING SALES

JANUARY

Sat 25, Norfolk. Anglia Car Auctions' classic sale, King's Lynn. [angliacarauctions.co.uk](https://www.angliacarauctions.co.uk)

Fri 31, Dorset. South West Vehicle Auctions, Parkstone, Poole. [swva.co.uk](https://www.swva.co.uk)

FEBRUARY

Wed 5, France. RM Sotheby's, Place Vauban, Paris. [rmsothebys.com](https://www.rmsothebys.com)

Thu 6, France. Bonhams, Les Grande Marques, Grand Palais, Paris. [bonhams.com/cars](https://www.bonhams.com/cars)

Fri 7, France. Artcurial, Rétromobile, Porte de Versailles, Paris. [artcurial.com](https://www.artcurial.com)

Sat 8, North Yorkshire. Mathewsons, Thornton-Le-Dale, Pickering. [mathewsons.co.uk](https://www.mathewsons.co.uk)

Sun 9, Somerset. Charterhouse Auctions, Royal Bath & West Showground, Shepton Mallet. [charterhouse-auction.com](https://www.charterhouse-auction.com)

Sat 22, Warks. Silverstone Auctions' Race Retro Sale, National Agricultural Centre, Stoneleigh. [silverstoneauctions.com](https://www.silverstoneauctions.com)

Sat 22, Perth. Morris Leslie Classic Auctions, Errol Airfield. [morrisleslie.com](https://www.morrisleslie.com)

Tue 25, Surrey. Barons Auctions' Classic Winter Warmer, Sandown Park, Esher. [barons-auctions.com](https://www.barons-auctions.com)

MARCH

Wed 4, Herefordshire. Brightwells' Classic & Vintage, Easters Ct, Leominster. [brightwells.com](https://www.brightwells.com)

Thu 5, Florida, USA. Bonhams, Fernandina Beach Golf Club, Amelia Island. [bonhams.com/cars](https://www.bonhams.com/cars)

Fri 6, Florida, USA. Gooding & Company, Racquet Park, Amelia Island. [goodingco.com](https://www.goodingco.com)

Fri-Sat 8-9, Florida, USA. RM Sotheby's, Ritz-Carlton, Amelia Island. [rmsothebys.com](https://www.rmsothebys.com)



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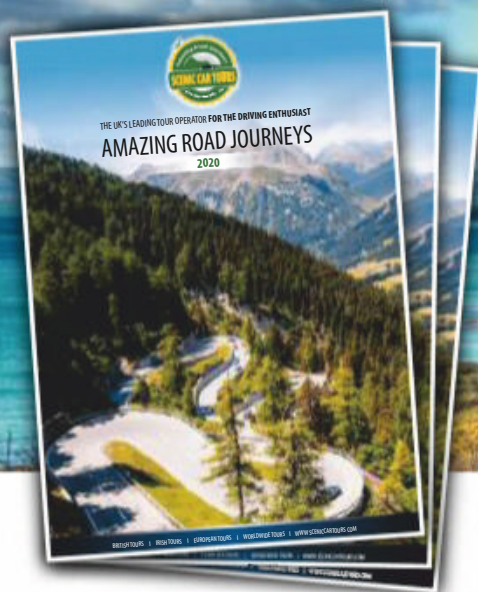
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Cars to get you thinking

New exhibition explores the impact of the car on our world. **V&A Museum, London**

Cars: Accelerating the Modern World is the first exhibition that the Victoria & Albert Museum in London has dedicated purely to the most important industrial product of the 20th century. It uses 15 symbolic vehicles, including the 1953 GM Firebird I and 2018 Audi Pop.Up flying car concepts, to reveal how the motor vehicle has been symbolic of man's technological and aesthetic innovation, his aspirations and how the car has reshaped the world, society and culture. The display, which runs until 19 April, brings the themes to life with archive print and film media, including period stills, artists impressions and promotional films, as well as freshly shot video profiles about different car culture from around the world.

Said exhibition curator Brendan Cormier, 'There has been snobbery about the status of the car as a piece of design, and a tension about including modern objects of everyday life – except for chairs

and lamps, for some reason. Yet here is one object that has had more impact than anything else. With this exhibition I purposely wanted to upend expectations, to surprise with different ways to talk about the history of the car and how design has been used to solve the problems of the world. It has been an immense pleasure but also slightly terrifying to be working with a global object that we all have a personal relationship with.'

GM Firebird I

Welcoming visitors to Going Fast, the first of four themed sections including Making More, Selling More and Shaping Space, is the 1953 General Motors XP-21 concept car, on loan from the GM Heritage Center Collection in Michigan. It's one of many firsts on display. Says Brendan Cormier, 'Until now Firebird I had never left America.'

The uncompromising single-seater was the first of three Firebird concept cars conceived by head



of GM's Art and Color centre, Harley Earl, and developed by Charles McCuen, manager of the Research Laboratories Division. It made its debut at GM's 1954 Motorama exhibition and is displayed at the V&A under a screen projection of a 1956 GM promotional film showing an impossibly perfect family trying to imagine what car travel might be



GM Firebird I
imagines a
far-off future

like in a far-off 1976 as they zoom along a futuristic highway in Firebird II, receiving route-finding advice from a two-way linked control tower before taking to the air above traffic jams.

Helpfully, the Victoria & Albert exhibition is displaying Firebird I with its canopy open to reveal the 370hp Whirlfire Turbo-Power gas turbine engine. America's first gas turbine car was bodied in glassfibre to a design refined in the California Institute of Technology's wind tunnel.



Iran's Paykan
conveys mixed
identity messages

There's plenty of future imagining by jet plane and space-obsessed American designers, but surprises from around the world include magazine illustrations and design studies from Russia's *Tekhnika Molodezhi*, and a scale model of Graham, Australia's alarmist prediction of how humans must evolve into ten-breasted figures with squat skulls in order to survive the motor car.

Citroën Autochenille

Another coup for the exhibition is the 1924 Autochenille, or L'Elephant-a-la-Tour, one of eight built for a 24,000km African adventure and displayed alongside a lightbox presentation of 260 stills from the expedition. It's on loan from the Musée Nationale de la Voie in France. 'It has never been to the UK before,' said Cormier.

These halftracked vehicles were designed to cope with everything from desert sand to tropical forest in their mission to prove the dependability and capability of Citroën products, and in doing so made long-distance travel more popular.

The exhibition credits such publicity stunts as helping establish the oil transit routes that the car would depend on for its growth in popularity. Alongside the cars on display are archive graphics that tell the story of the developing oil industry and its impact on the globe.

Paykan

A 1983 Paykan was chosen to represent the often contradictory role of the car as a national symbol. Built under licence with parts shipped from American-owned Hillman in the UK, this 1967 Hunter reboot was part of Iran's push for industrial progress and became a symbol of national identity.

Although the display car is from Coventry Transport Museum, the V&A team travelled to Iran to secure period display materials. 'To celebrate the third anniversary of the Paykan [meaning 'arrow' in Farsi], Iran ran TV advertisements where



Pop.Up reinvents
the flying-car
fantasy for 2018

a massive cake surrounded by dancing girls bursts open to reveal the car – it's very kitsch. They didn't want to sing the American Happy Birthday song so they created their own for the advert. Now that's what people sing for birthdays in Iran.'

'It was a challenge to visualise the global nature of the car. We travelled great distances to access archives and to find subcultures that we could shoot on location for the exhibition.'

Pop.Up Next

Pop.Up is a 2018 product of collaboration between Italdesign, Audi and Airbus. It's displayed against a background of films depicting the unintended consequences of a world swarming with cars, and design's role in fixing them.

Just like the GM Firebirds, Pop.Up predicts a world where the car can fly, but brings things down to earth with more achievable reality – electric power, driverless control and the ability to book on-demand with a smartphone.

Hispano-Suiza H6B

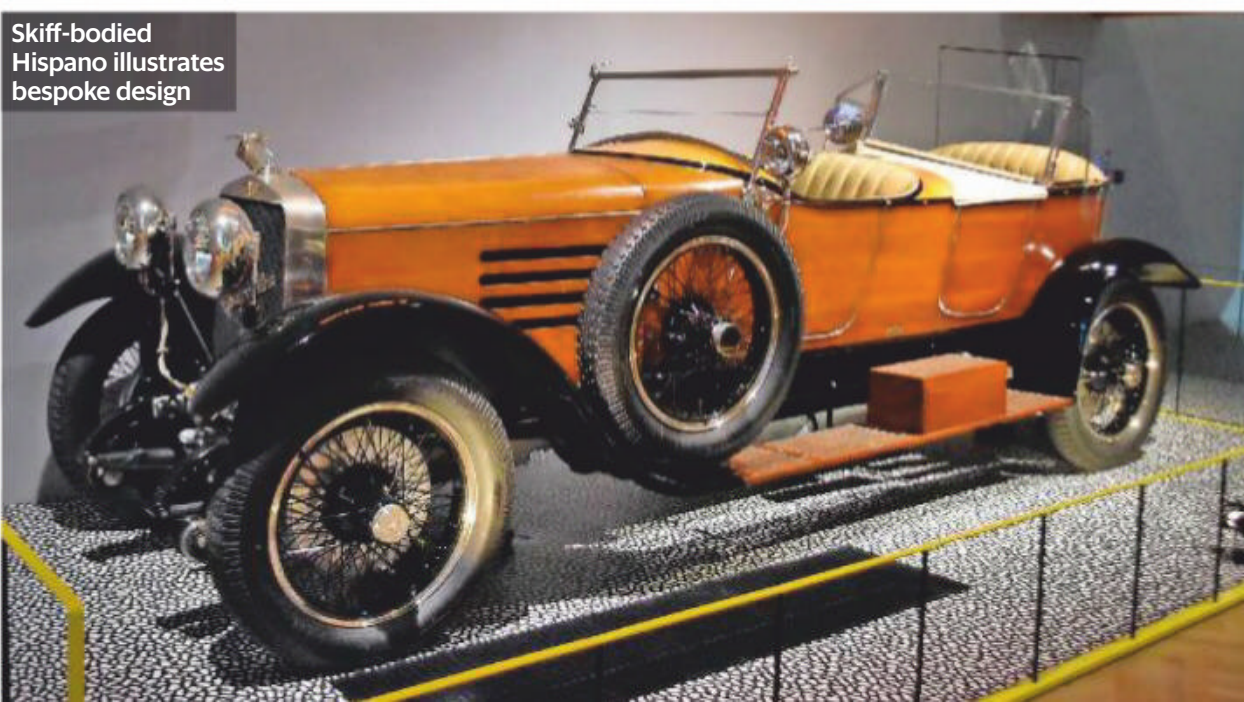
The Selling More section delves into the clever and sometimes devious ways in which manufacturers have tried to attract more customers.

A 1922 Hispano-Suiza H6B with skiff torpedo bodywork by Henri Labourdette for Suzanne Deutsch de la Menthe sums up bespoke hand-built luxury. On loan from the Mullin Collection, it contrasts with the Henry Ford Collection's 1927 LaSalle Roadster. This illustrates how the seductive appearance of custom-built design could be mass-manufactured, using the world's first styled series-production body over standard GM parts.

For colour schemes, Harley Earl's Art and Color Section, the car industry's first styling department, used World War Two camouflage artist H Ledyard Towle, an expert on visual deception, to distract buyers from its humble origins.

It's another example of how *Cars: Accelerating the Modern World* is far more thought-provoking than a simple timeline of the more obvious stepping stones in the development of the car.

Skiff-bodied
Hispano illustrates
bespoke design





Classics Scramble to Bicester

Bicester Heritage's booming Scramble series kicks 2020 off in style

Nearly 7000 visitors made Bicester Heritage's January Scramble the first big classic show of 2020, as dealers, restorers and manufacturer heritage divisions aired their wares alongside clubs and enthusiasts. The humble and the exotic rubbed door handles at every turn – a phenomenon that's become a refreshing staple of Bicester's events.

Kellison EXP001

Bicester-based F1 and MotoGP engineer Dr Robin Tuluie was

displaying his newly-roadworthy Kellison prototype, the first example of the American sports-racing marque founded by Jim Kellison in 1957.

'I bought this in very poor condition six years ago,' said Dr. Tuluie. 'Jim Kellison was a USAF engineer who was fascinated by aerodynamics, naturally, so he built this low-drag body on a Plymouth Fury chassis, powered by a Chrysler Polysphere 5.0-litre V8.

'The Polysphere was a remarkable engine for 1957, like the better-known Hemi in terms of cylinder-head

design, but a lot lighter, and capable of revving to 8000rpm with race modifications – in fact they'd reach 9000rpm running on methanol.

'Kellison raced it in the US before beginning series production of his cars. A period report in an American magazine refers to this car as "The Granddaddy", and stated that it "raced with success", but we have no details beyond that at this stage. It still needs a windscreen – that went missing at some point – but what we do know is that it had an accident, because I had to straighten

out its misaligned chassis during the restoration. It might have raced under several different guises too, because when I ground back the old glassfibre I found so many different layers of paint, it looked like a rainbow! 'Kellison didn't use a mould for this body, just a male plug that the glassfibre matting was laid over, and the top sanded down. After this sole roadster he introduced the coupés, which were properly moulded and had their own chassis, then later switched to another roadster design with a more rounded back end and



Experimental Kellison EXP001 roadster laid groundwork for the subsequent coupés



356B GT spec includes high-compression four-cam engine, spartan interior and larger, 80-litre fuel tank



550A Spyder and 959 were being displayed by Porsche specialist Sports Purpose



Koenig XJ-S shows just 45,000 miles on the odometer



This Allegro facilitated a potentially fateful meeting between this unlikely pair's respective designers

just a single hump behind the driver's head. In total, only around 1000 Kellisons were built, of all types.

Porsche 356 GT

'This is a new arrival, and fresh out of restoration,' said Philip Basil, researcher with Porsche specialist Sports Purpose, of its latest acquisition. 'Only three right-hand-drive 356 Carrera GTs were built. One was destroyed in period and the whereabouts of the other is unknown.

'This one was exported to Jebson, Porsche's main agent in Hong Kong, in 1961. Jebson campaigned the car in motor sport. Heinz Grossler, a Jebson engineer, finished third in this car in the 1961 Macau Grand Prix. We know it has other competition history, but it's extremely difficult to find period evidence from Asia because very few race records were kept compared to European or American series.

We know the car and Grossler were competitive based on the Macau result, so it may have race wins to its name. We're still looking for evidence!

'It was discovered by the current owner, an Austrian collector, in 1993. He visited a backstreet air-con repair shop in Hong Kong and found it under a pile of boxes in the corner. He negotiated the sale and took it back to Austria for restoration, but it's only just been finished and brought over. It's still on its Hong Kong plates!

Koenig Jaguar XJ-S

'This is the only XJ-S V12 Convertible to be modified by Koenig Specials in

the Eighties,' said classic car dealer Wahab Sami of the dramatic car he's just imported. 'It wasn't a simple set of bolt-on body panels – Koenig's design is a one-piece modification, part of the bodywork, not laid over it.

'Koenig bought 14 XJ-Ss of various specifications straight from the Coventry production line, then took them apart and re-engineered them. Koenig made its own suspension, including bespoke springs around new Koni dampers, as well as its own exhaust system and incredibly deep-dished custom wheels. As all this was done to the V12 Convertible – the top of the XJ-S range at the time – it was Koenig's most expensive Jaguar.

'Koenig didn't attempt a twin-turbocharger conversion for the Jaguar V12, strange given that this was its USP when it came to modifying Ferrari and Lamborghini 12-cylinder engines. However, it did retune the ECU, although it was notorious for not keeping detailed records so I have no idea exactly how powerful it is, but it'll be more than the standard 300bhp.

'It was sold to Dubai originally, probably to a Sheikh, but I found it in Japan, where it had been kept in the owner's private supercar collection.'

Austin Allegro

It's the first proper showing for this timewarp example of Austin's most derided car, but it has a story to tell that transcends its humble roots, and led owner and Aston senior product specialist Steve Waddingham to park it with pride alongside a new Vantage.

'I went to buy a Morris Minor for £5k, but at that money they were all full of rot,' said Steve. 'But then I found this Allegro for half that. It was an ex-museum car with one former owner. Its original paperwork was meticulous, and I traced its origins to Luton. I left a card asking for more information in its window when I parked it up at the Luton Festival of Transport.

'A lady there approached and said, "I know that car, I delivered papers to the owner's house when I was a girl." So we were able to track him down to the same house he lived in back in 1975 when the car was new.

'He'd looked after it incredibly well, treating it to underseal protection from new. He was chief experimental officer for Vickers in the Seventies, and did all his own maintenance – in fact the reason why he bought such a basic car was so that he could look after every aspect of it indefinitely. He modified certain parts of it too – he relocated the coolant expansion tank to the driver's-side suspension turret on a special bracket to make headlight bulb replacement easier.

'Getting involved with this Allegro put me in touch with its designer, Harris Mann, who offered to sign the bootlid and sketch a picture of the car in return for a tour of the Aston Martin design office. While he was there Marek Reichman, Aston's chief designer – who'd studied Mann's work as a student – asked him to sketch a car, his take on an Aston. The result was not unlike an evolution of the Triumph TR7. Marek took note of it.'

Junior Johnson, 1931-2019

The NASCAR driver and race-team owner, who helped define the sport with his crafty driving style, has died aged 88.



Born into a whiskey-distilling family that often found itself raided by the police, Robert Glenn 'Junior' Johnson honed his high-speed driving techniques as a teenager outrunning the law while transporting moonshine. Although he served a prison sentence in 1956-7 for illegal distilling, he was never actually caught moonshine-running.

Beginning his racing career on dirt ovals, Johnson graduated to NASCAR in 1953, winning five Grand National races before his prison sentence began. He returned to racing in 1958, having lost none of his skill.

During practice for the 1960 Daytona 500 – which he ultimately won – Johnson discovered his underpowered Chevrolet Impala 348 could keep pace with rivals if he used slipstreaming. Johnson's driving style changed the sport.

Thanks to the drafting technique combined with the cars' steadily-improving aerodynamics, NASCAR became known for its frantic, tightly-packed grids.

After scoring 50 wins he retired in 1966 but continued to run his eponymous team and contested the series as its manager. Johnson guided LeeRoy Yarbrough to NASCAR's first Triple Crown wins (Rebel 400, Daytona 500 and World 600) in 1969. It was also Johnson who persuaded Winston cigarettes to sponsor the series after TV advertising of tobacco was banned in 1971, creating the Winston Cup.

Johnson's presence in popular culture was almost as large as his domination of the racetrack. His early life story was published by the essayist Tom Wolfe, then fictionalised as the 1973 film *The Last American Hero*. His exploits were also acknowledged in Bruce Springsteen's 1981 hit *Cadillac Ranch*. Johnson himself voiced the role of 'Junior Moon' in the 2017 Disney film *Cars 3*.

20-23/FEB/2020

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Stay up to date with the latest news



Big Healey was the understudy to a renowned Le Mans racer

Targa Tribute rallies to Australia

Stewth! Italian classic is officially recreated down under on Victorian coast roads

Historic European competition cars with period competition history, including an ex-works Austin-Healey, descended on Victoria for the Targa Florio Australia Tribute. Officially sanctioned by the Targa Florio Classic in Italy, this event replicates the Sicilian event using similar Australian roads, although kangaroos, wombats and parrots gave the event a bespoke twist.

Austin-Healey 3000

Tackling the Targa Florio Australia for the first time, this 1960 Austin-Healey 3000 was an ex-works car with a very famous relative. It was originally registered UJB 144 – explained owner Peter Williams, ‘That makes it the sister car to UJB 143, which was better-known when registered DD 300, as the Austin-Healey 3000 that competed in three consecutive

Le Mans 24 Hours. My car, now registered DD 301, was DD 300’s reserve car at the 1960 Sebring 12 Hours – although it never went on track – and the Le Mans 24 Hours.

‘An original set of its keys was stamped “144” by the team at the time, to differentiate it from UJB 143 during the race.’

Maserati Indy

This 1972 Maserati Indy America 4700 was taking to the road for the first time in its current owner’s hands, despite its delicate state. ‘I found it by fluke,’ said owner Glen Drysdale. ‘I saw it for sale when driving past the kind of showroom that doesn’t usually sell these kinds of cars. It was in a terrible state and its previous owner of 16 years had not really given it that much love at all.

‘It was bought with a plan just to sit on it and eventually restore it to



This lovely Lancia has genuine Targa Florio province

the same pristine state as the rest of my collection. However, research with the help of Maserati Classiche’s historical archive proved the car to be a very rare Australian-delivered, manual transmission, right-hand drive 4.7 America. But I still wanted to use it. Having always hankered after doing a Mille Miglia or Targa Florio I decided to run the car at this event.’

Drysdale will have the car restored as originally intended in 2020.

Lancia Aurelia B20

This Lancia Aurelia B20, formerly owned by Formula Junior creator Count Giovanni Lurani and boasting period Sicilian Targa Florio history, made a rare appearance from the collection of the event’s organisers, Linda and Andrew Lawson.

‘It’s an early Viotti-bodied car, assembly number 11,’ explained

Linda. ‘It was raced by Corsa Torino in several events through the early Fifties, including the 1952 Targa Florio, in which it was apparently forced off the road in the mountains.

‘By 1972 it had been occupying space behind Corso Torino’s workshop for 11 years. My father-in-law bought it from Count Lurani for a modest sum, and it was restored by the Lawson family 30 years ago.

‘Although it had been off the road for many years it was in excellent shape structurally, without any rust or damage to panels. It was mechanically intact with the exception of one of the dashboard gauges, which had been replaced.

‘When it was stripped back the car’s body was found to be made up of 100 individual panels, crafted together just as Viotti had developed the original lines of the car.’

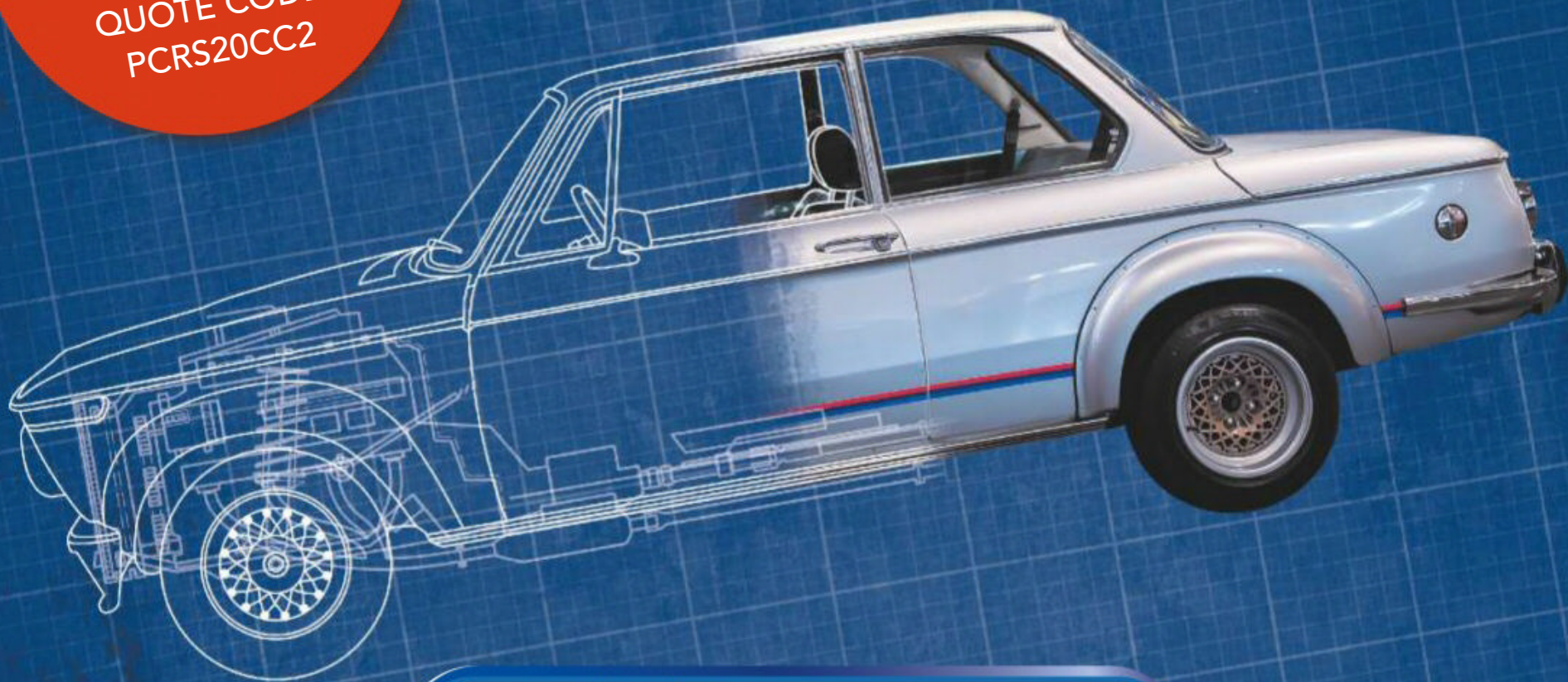


Rare Indy finished the Targa despite needing restoration

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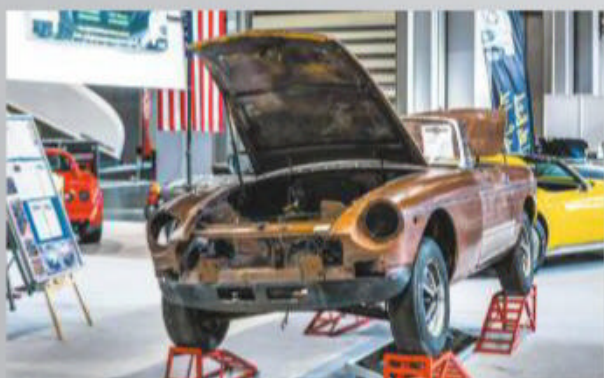
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February-May highlights

February

5-9 Rétromobile.
Paris, France
retromobile.com

8-9 Great Western
Classic Car Show.
Royal Bath & West
Showground, Shepton
Mallet, Somerset
gwa.bristolclassiccarshows.com

9 MG & Triumph Spares Day.
Stoneleigh Park, Warwickshire
mgandtriumphsparesday.co.uk

20-23 London Classic Car Show.
Olympia, London
thelondonclassiccarshow.co.uk

21-23 Race Retro.
Stoneleigh Park, Warwickshire
raceretro.com

27-March 1 Retro Classics
Stuttgart.
Messe Stuttgart, Germany
retro-classics.de

March

5-8 Amelia Island Concours
d'Elegance.
Amelia Island, Florida, USA
ameliaconcours.org

6-8 Antwerp Classic Salon
Antwerp, Belgium.
antwerpclassicsalon.be

6-8 Phillip Island Car Classic.
Phillip Island, Australia
phillipislandpoint.com.au

7-8 Rallye de Paris GT & Classic.
Paris, France
rallystory.com

25-29 Techno Classica Essen.
Messe Essen, Germany
siha.de

27-29 Practical Classics Classic
Car & Restoration Show.
NEC, Birmingham
necrestorationshow.com

28-29 Goodwood Members'
Meeting.
Goodwood Circuit, Sussex
goodwood.com



Projects aplenty emerge at the Practical Classics Restoration Show, 27-29 March

April

3-5 Flying Scotsman.
Chester to Gleneagles
endurorally.com

17-19 La Jolla Concours
d'Elegance.
La Jolla, California, USA
lajollaconcours.com

25-26 HSCC Brands Hatch.
Brands Hatch, Kent
hssc.org.uk

26 Drive-It Day.
Events nationwide, UK
fbhvc.co.uk

26 April Scramble.
Bicester Heritage, Oxfordshire
bicesterheritage.co.uk

30-May 2 Manx Classic.
Isle of Man
manxmotorracing.com

May

1-3 Donington Historic.
Donington Park, Derbyshire
doningtonhistoric.com

13-16 Mille Miglia.
Brescia-Rome, Italy
1000miglia.it

16-17 Silverstone
International Trophy.
Silverstone, Northamptonshire
hssc.org.uk

16-17 Beaulieu Spring Autojumble.
Beaulieu, Hampshire
beaulieu.co.uk

22-24 Spa-Classic.
Spa-Francorchamps, Belgium
peterauto.peter.fr

22-24 Concorso
d'Eleganza Villa d'Este.
Como, Italy
concorsodeleganzavilladeste.com

23-24 La Vie en Bleu/La Vita
Rosso. Prescott Hill Climb,
Gloucestershire
prescott-hillclimb.com

24-25 Motorsport at the Palace.
Crystal Palace, London
motorsportatthepalace.co.uk

29-31 Historic Winton.
Winton, Australia
historicwinton.org

30-31 Pau Historic Grand Prix.
Pau, France
grandprixdepau.fr



5 THINGS YOU NEED TO KNOW ABOUT 78TH GOODWOOD MEMBERS' MEETING, 28-29 MARCH 2020

Marshall splits in two!

The two-driver touring-car action of the Gerry Marshall Trophy changes format for this year's Meeting. This year it's a single-driver race, joined by the Pierpoint Cup. This two-driver, 45-minute race will be for V8-powered American cars that contested the British Saloon Car Championship in the Sixties and Seventies.

And does two go into one?

A celebration of the small-engined formula cars of the early Sixties sees two grids combined in the Arundell Cup and Taylor Trophy, for respective disc- and drum-braked pre-1964 Formula Juniors of the sort raced by the likes of Jim Clark and Jackie Stewart early in their careers.

Ferrari versus the rest

The final race of the weekend will be the Ronnie Hoare Trophy, honouring the British Ferrari importer as Maranello cars take on the rest of the world in an early-Sixties sports and GT race.

An icon – and its rivals – honoured

The leading high-speed demonstration class is 'The 72 Years', showcasing Lotus' groundbreaking Type 72 Formula One car, which managed to remain competitive for five years, plus the various challengers its rivals created to take it on.

Interested in going?

General admissions are £76 for a single day, or £121 for the weekend. See goodwood.com



The London Classic Car Show February 20-23

An established name, but the 2020 London Classic Car Show is essentially an all-new event. Leaving Docklands' Excel Centre for the more traditional setting of Olympia, the show will also replace the previous Grand Avenue concept with stage shows focusing on six life stories of historied cars, including the ex-Stirling Moss Maserati 250F and the newly-restored 1987 Kyalami 500-winning Porsche 962C. Standard adult tickets are £25 in advance, £30 on the day – go to thelondonclassiccarshow.co.uk to find out more.

Barn Finds

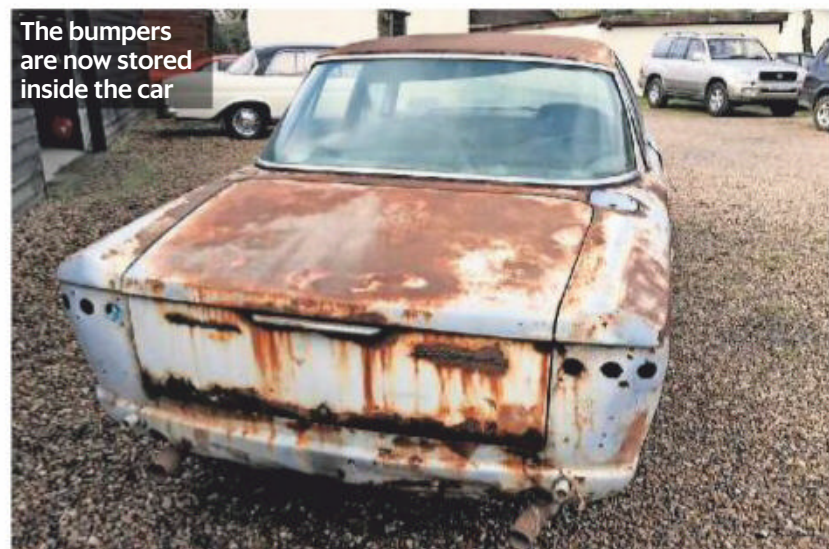
Surface rust makes this Quattroporte look worse than it is



Dismantled engine makes checking for missing parts difficult



It's one of seven right-hand-drive Quattroportes built



The bumpers are now stored inside the car

Rare Maserati with rugby roots

It may need restoration, but this Quattroporte is both rare and has an interesting story

This sun-scorched and surface-rusted 1965 Maserati Quattroporte Series I lived most of its life in South Africa but has come to the UK to find a new home. Scott Day of Brentwood in Essex is offering it for sale, and recounts its history.

'It was bought new in 1965 by one of the wealthiest men in the world, Harry Oppenheimer, chairman of the Anglo American Corporation and the De Beers diamond mines. He bought it as a wedding gift for Gordon Waddell, a Glaswegian rugby player turned businessman who married Oppenheimer's daughter Mary.'

Oppenheimer spent some time as a Member of Parliament for Kimberley and

later funded the anti-apartheid Progressive Federal Party. Gordon Waddell was Scotland's finest fly-half of the era and the only Scottish fly-half to be selected for two Lions Tours. He was also a valued protégé for his father-in-law; his British passport allowing him to do international business for the family firm when South Africans were prevented from doing so.

At some point he tired of the exciting family saloon - possibly following his divorce in 1971 - and sold it to Paddy Driver, the South African racer who had competed in both Formula One and Grand Prix motorcycle racing.

Driver sold the car around 1995, by then a restoration project and since then it has

been awaiting attention. Recent history is sketchy but it seems to have come to the UK three years ago, and now needs someone to invest in its future.

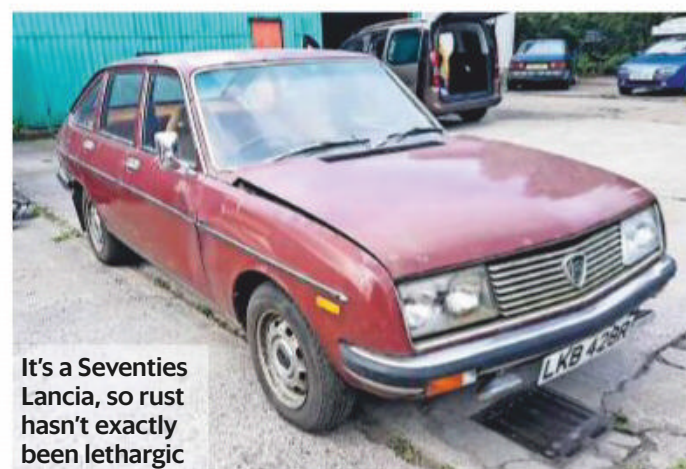
The Quattroporte used Maserati's quad-cam V8 engine in 4.1-litre and 4.7-litre form, marking an entirely new venture for the firm - a four-door luxury saloon. Scott Day says it is one of just seven right-hand drive examples built. Its engine is out, but comes with the car in many boxes. The surface rust probably makes the bodyshell look worse than it is, but it suggests some al fresco storage at some point, a theory backed up by the sun-ravaged dash top. The quarter-bumpers are inside the car. Interested parties can contact the magazine.



Barn find Rover last saw use on the road during the Sixties



The Rover's cockpit looks to be largely all together



It's a Seventies Lancia, so rust hasn't exactly been lethargic



Low mileage has helped the interior survive

Forgotten models vary in value

Although miles apart in most ways, Rover's P1 tourer and the Lancia Beta Berlina could be said to share a little – they were never big sellers but always an enthusiast's choice. Nowadays they're off most people's radar.

Both these cars crossed the block during Brightwells' sale in Leominster in late November. The Lancia was discovered in a garage near Bridgnorth, Shropshire, with a tantalising history; it showed just 14,476 miles and was accompanied by the original owners' manual and sales brochure, two old MoTs and a service book with four stamps. But there was no clue as to why it was laid up.

'It's pretty rusty,' says Matthew Parkin of Brightwells about the Lancia. 'It's a shame, because that orange cloth interior is incredible – it looks like new. But despite two sessions of

rustproofing in the history file, the bulkhead and other areas aren't good.'

It made a mere £650, while the 1937 Rover P1 tourer with single-family ownership dating back 60 years made £15,680.

'We've only once seen another P1 tourer,' says Matthew. 'It was in lovely restored condition and sold for only a little more than this one. Shows the strength of a barn find!'

This car was enjoyed on European holidays before being laid up in Oxted, Surrey in the late Sixties. The P1 and P2 formed the mainstay of Rover's mid-size sales between 1934 and 1949, using the sturdy 1496cc ohv engine.

The tourer was never that common and managed to look sleek despite somewhat dumpy dimensions, thanks to the hinged metal cover that hid the folded hood.



Sad-looking Spitfire is at least water-tight thanks to strap

Tom spots one, and then ends up buying another himself...

Tom Letourneau is our car-hunting correspondent from Rhode Island, USA. A spontaneous diversion from his regular route to a friend's house sent him up an unfamiliar road, where he spotted a sad-looking Triumph Spitfire MkIV resting on bricks, its wheels leaning in at an angle and the hard-top held on with a cargo strap.

'It did not appear anyone was home... and there were three German Shepherds howling in the large picture window, so I decided not to knock,' says Tom.

In another of this year's adventures, Tom scratched a long-held itch for an Alfa Romeo 75 with the musical 3.0-litre V6 engine.

'I was told of one, a 1987 model, in the Queens area of New York City. The owner had parked it in his garage 12 years ago. Despite being covered in dust, not running and sitting on badly flat-spotted tires, it only had 52k miles on it, and a Recaro interior that looked as though it had never been sat on. I rolled the dice and bought it sight unseen. It did have a lot of issues and took almost three months of tedious diagnostics before I could, with the help of my Alfa technician, get it running... and boy does it run. The exhaust note brings tears to the eye!'

They were tears of joy though... right, Tom?



Tom bought this Alfa unseen. It took three months to start

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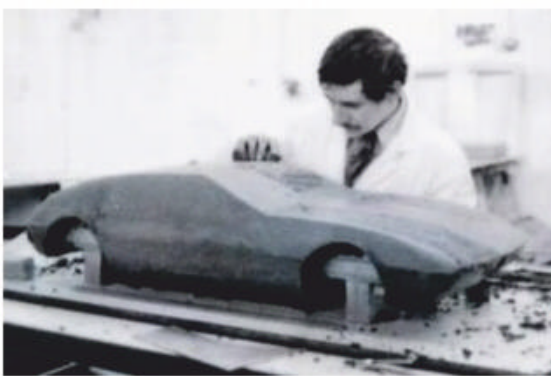
LETTER OF THE MONTH

The photograph of the clay model being worked on in Trevor Fiore's studio (Life Story of the Gilbern T11, January 2020) features Jim English, talented illustrator and marker magician who also happened to be my flatmate for several years when he worked at Ogle Design in Letchworth. Jim, John Pape (also at Ogle), future Audi style guru Martin Smith and myself all shared various houses at the time.

Jim had a reputation for crashing just about anything he ever drove and although never named by managing director Tom Karen as such, it was Jim who had the honour of turning over the prototype Bond Bug when he borrowed it from Ogle one lunchtime.

Trevor Fiore was a regular evening visitor to our rented house in Henlow where Jim often worked-up his designs on the dining room table. Trevor deserved far greater success and respect than he has ever received and should have got the job of redesigning the Jaguar XJ6, judging by the renderings I found on the dining room table one morning after one of Jim's all-nighters. Happy days.

Malcolm Bates



Don't condone vandalism

Ron Mitchell tries to make the case for preserving important cars in the unfortunate state that they found themselves in at the lowest point in their lives (Erasing the Past, Letters, February 2020). If his letter is meant to be some kind of a joke, it's not funny.

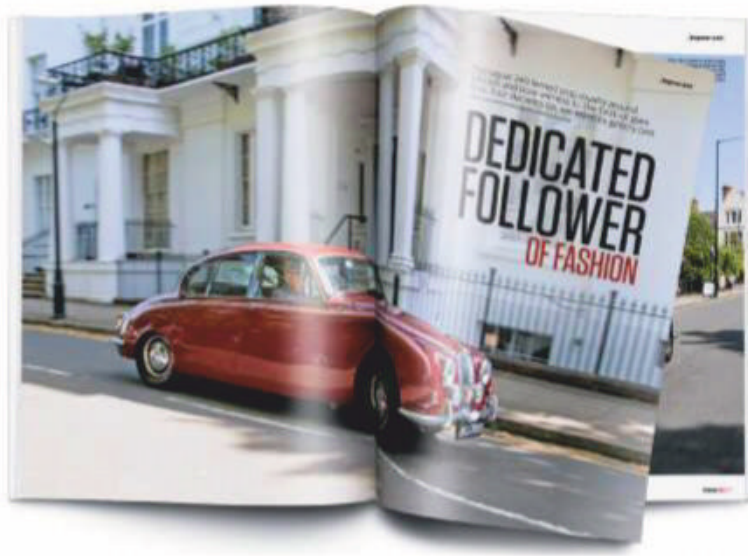
Why on earth would any true car enthusiast choose to condone what amounts to automotive vandalism of incorrect engines and other bodes inflicted on a car just because a past owner didn't have the funds or respect to preserve it as it deserved.

Being custodians of such treasures brings a responsibility, one that I hope Mr Mitchell is never given.

Dennis L Baker

More glam needed

Sam Dawson's historical Glam Rock ramblings (Dedicated Follower of Fashion, November 2019) was an exceptional joy to read. Was there, experienced that...



And to Harry Rhodes, the current owner of the 'Carnaby Street' Jaguar 240, please reinstate the whitewall tyres and the trailer hitch. That car is so much more of a historical artefact than many so-called star cars from the same period.

Tore Thunqvist

Crash and burn

Just reading your very good January edition while the Christmas pud goes down. One of your readers was taking your own Quentin Willson to task for reducing every classic to 'what's hot and what's not' (It's Not About The Money, Letters page).

Perhaps he is too young to remember the classic car crash of the Nineties. Interest in classics went through the floor while values went down by two thirds. Quentin remembers this well. My first classic car was a £400 flat-floor Jaguar E-type bought in 1982 and sold to finance a youthful trip around the world in 1986. Imagine my surprise to find the following comment from one Quentin Willson posted on an obscure Jaguar forum, '850047 appeared in the classifieds of *Jaguar Driver* magazine in October 1986. "1961 E-type roadster, chassis no 850047, flat-floor model. Mechanically rebuilt including many new parts. Sound car with full MoT, smart but requires tidying. Offers around £7000."

With prices currently balanced precariously it will be interesting to see how things pan out.

David Pengilly

Classic Cars

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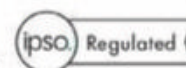
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Quentin Willson



Years of detail deficiency have taught us to be sceptical whenever Hollywood attempts a 'car film'. But *Le Mans '66* is a faithful masterpiece

If you haven't already seen *Le Mans '66* then be sure to buy the DVD, because this is one of the best car racing movies you'll ever see. Director James Mangold turns the historic battle between Ford and Ferrari to win at Le Mans into a tyre-squealing horsepower narrative that has you on the edge of your seat cheering the good guys and booing the baddies. Matt Damon perfectly captures Carroll Shelby's legendary charm, while Christian Bale's performance gives reluctant hero racer Ken Miles the long-awaited appreciation he deserved but never got. But apart from being a finely crafted drama with strongly-drawn characters and a great (true) story, the period detail is epic.

The cars, Sixties LA street scenes, watches, planes, race tracks, crash helmets and workshops are all keenly observed. Even the most pedantic of car buffs will be mesmerised by the close-ups of gauges, gear changes and feet punching away at pedals. Mangold clearly understood that you can't make a racing movie without showing the viewer how fast cars really look, sound and feel at speed. The driving

sequences are so well filmed that you can almost feel the wave of heat from the screaming 289 and 427 V8s of the Cobras and GT40s. And the dialogue is peppered with mentions of brake pads, rotors, gearbox temperatures, suspension uprights, lifting front ends at speed and the challenges of keeping engines cool at 7000rpm. This script was written by a team who knew their cars.

The intrigue between the corporate, slick-suited arrogance of Ford and the slippery cunning of Ferrari is wonderfully drawn and Tracy Letts gives a blinding performance as the intimidating Bill Ford II. The real Willow Springs Raceway makes the perfect backdrop for the prototype testing sequences and Mangold built the Le Mans track and pits in California complete with 400 extras, 40 historic supercars and a slew of stunt drivers. And it looks period perfect. All the important historical Ford product landmarks are there in the film- the dreary Ford Falcon, the '64 Mustang launch, the 260 Cobra becoming the 289, the Daytona Cobra, the Shelby Mustang and shoe-horning the 7.0-litre 427 V8 into the GT40.

Back in the day I spent time with Carroll Shelby in LA, interviewing him and driving his precious blue early Cobra. And like everybody else, I was totally disarmed by his syrupy Texan drawl and honourable dislike of all things bland and corporate. Matt Damon skilfully steps into Shelby's persona and doesn't only write a new chapter in his legacy but also shows us what a decent, principled man he was. Ford and Ferrari are the villains constantly trying to trip-up the vision, determination and skill of Miles and Shelby who, against all odds, built and developed a car that went on to win Le Mans four years in a row. But the film's greatest achievement is telling the hidden story of how a couple of non-conformist car guys made two of the world's most respected car companies look like ships of fools.

I'm a BAFTA film judge and have to confess that *Ford v Ferrari* will be in my shortlist for several of this year's awards. I watched it back to back with Tarantino's brilliant *Once Upon a Time In Hollywood* but Mangold's epic crosses the finishing line way in front. Yes, it really is that good.

Quentin Willson had a nine-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.



Quentin was awed by the respectful attention to detail shown by the *Le Mans '66* production team



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Gordon Murray



Modifying a classic to your needs doesn't mean you don't respect what it was born as – it just means you can spend more time enjoying it

Two and a half years ago I commissioned two great British companies to build modified versions of two of my favourite classics; Retropower to build me a Ford Escort and Alfaholics to build an Alfa Zagato Junior.

I grew up with racing Fords in the mid-Sixties when the go-to cars were the Anglia 105E and the Cortina MkI. I bought a written-off, low-mileage Anglia as a donor for my IGM Ford racing car and I owned a Cortina 1200 that I converted to 1340 crankshaft and conrods.

When the Escort came out in 1968 I was busy moving to the UK so although I never owned one, I always loved the understated design and followed the car's success in motor sport. During the last few years I have toyed with the idea of buying a Twin Cam, but values have shot up and at the end of the day I would still be buying and driving a 50-year-old car with all the attendant drawbacks. Enter Retropower.

A trip up to the company soon confirmed it was full of good ideas, had meticulous attention to detail and all the disciplines under one roof. After only one meeting the plan and the design concept were settled. I had two completely different approaches in mind for the Escort and the Alfa Zagato.

With the Escort I wanted the car to look as close as possible to a standard Twin Cam and have no hot-rod features, so for a start that meant the body colour was fixed as the Ford off-white and the car would have 13in steel wheels with chrome hubcaps. I was also keen that the car should be the round-headlight model and that we incorporate the Twin Cam's split front bumper and twin-slot front valance. Retropower sourced a right-hand-drive bodyshell from South Africa and off we went.

The design was a mixture of input from myself and Callum and Nat from Retropower. I was keen to make the car as usable as possible, so creature comforts such as an electrically heated screen and

a good heater were top of the spec list. One big decision was the rear axle and how we could locate it to handle the extra power and torque. We decided to go fully independent with a Sierra differential, well-located wide-based wishbones and coil-over struts. Cosworth built me a special 2.3 Duratec twin-cam producing 250bhp and the guys sourced a Mazda six-speed 'box. The necessary bodyshell modifications were mind boggling!

A lot of work went into ergonomics to achieve the perfect driving position. The car is now a strict two-seater because the driver's seat is lower and further rearward than the standard car. Together we have achieved a truly useable everyday classic. The interior is not pure Escort but is definitely period and, in my opinion, a masterpiece of functionality and classic understatement with Retropower's designer Dean coming up with some great ideas.

The car is more than I'd ever hoped for. I can't wait for some dry roads to have a go!

Gordon Murray is one of the most innovative automotive designers of his generation. He designed GP-winning F1 cars for Brabham and McLaren and the McLaren F1 road car

Gordon's 'restomod' Escort. Memorise the registration so you don't try to race it...





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John Fitzpatrick



It takes a special kind of car to tempt somebody to sell their Jaguar E-type, but for me, the Porsche 911 was more than enough to switch my allegiance

The Porsche 911 has long been one of my favorite road cars and I am astonished at the way 911 prices have climbed in recent years. Back in the late Sixties and early Seventies I was a Jaguar fan. My father had always driven Jaguars and when I passed my driving test aged 17 he let me use his E-type from time to time. I eventually had an E-type of my own, but then in 1971, a good friend bought a 911 and my love of Porsches started. I had to have one, so sold my E-type and bought a 911E. I seem to remember it cost somewhere in the region of £3000. I kept it for a while and then moved on to a Carrera RS; a real flying machine. I've owned various Turbos over the years plus a 928 and a Cayenne.

My 911E came up for auction with RM Sotheby's two years ago and I was asked to attend. It was still owned by the family who had bought it from me and it was suggested I drive it onto the stage. RM was

expecting a sale price of £50,000-£60,000 but, surprisingly, it was sold for more than double that including fees.

My first competition experience with Porsche came in 1967. I was driving an Abarth at Spa in the 1000kms and was pitted next to Ben Pon who was driving with Gijs van Lennep. Ben's family was the Dutch VW and Porsche importer and he always had very nice race cars. Gijs had a small shunt in the race and hurt his arm and was not going to be able to drive at the Nürburgring Six Hours the following week. After the race Ben asked if I would like to take his place. I jumped at the opportunity.

Ben was a very good driver and had driven in F1 but was better known for his Porsche sports car successes. He was running a 911S at the 'Ring and there were several of the top German Porsche drivers there. Despite such competition, Ben qualified the car on pole and I was a few tenths slower. We led the race until close to the end when a bolt broke in the rear

suspension and we had to pit. We finished sixth and I had loved my first Porsche race experience, but had no idea that most of my racing career would be with Porsche.

After that I drove a Porsche 910 belonging to a neighbour of mine, Bill Bradley, who was a major figure in the Midland Racing Partnership. Alan Rollinson and I campaigned the 910 at the Barcelona Six Hours in 1968 where we finished second but I had to wait four years until 1972 for my next Porsche experience.

I was driving an Escort RS2000 in the 24 Hours of Daytona and we were pitted next to the Kremer brothers. During the night, when my co-driver John Buffum was driving, I was chatting with Erwin Kremer. He asked what my plans were and I told him I was still looking for a drive. He asked if I would be interested in using his 911 in the European GT Championship. I did, won the Championship and the Porsche Cup and never looked back. Life is all about being in the right place at the right time.

John Fitzpatrick began his racing career in the British Saloon Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.

John's first Porsche drive was sharing this 911 in the 1967 Nürburgring Six Hours





Live for the corners

Is any aspect of driver enjoyment more important than how a car handles corners? We think not, so we've gathered six of the best and most diverse bend-swingers – unified by them being clever buys at today's prices

Words RUSS SMITH Photography CHARLIE MAGEE

Clockwise from front: Porsche 911E, Lotus Elan S4, Lancia Delta Integrale 16v, Peugeot 205GTi 1.6, Mini Cooper 998, Vauxhall VX220





You'll find no measurement in any spec table because there's no objective way to quantify it. The handling of a car can only be judged through the seat of your pants and the tips of your fingers. But when a manufacturer perfects the handling *and* the way a car communicates it to the driver, a legend is created that attracts a committed band of believers as devout as any religious order. The diverse half-dozen of exalted classics we've assembled for this test have been selected to include as many different drivetrain layouts as possible, in order to examine exactly where the magic comes from. You'll also note that we've not gone for the most powerful models. Too much force can blunt the tool.

First to be subjected to our seat-of-the-pants test is a car that requires initiation and, if you're unfamiliar with the **Porsche 911's** rear-engined ways, a reset on what you think you know. But do that and the rewards are great. We've chosen one from this era - a 1970 model-year 2.2 - because it fits into a sweet spot in 911 lineage. Its 57mm-longer wheelbase was introduced the previous year to improve stability, but it's still on 185 tyres and therefore full-on in the communication department. It's the mid-range E variant because the 911S engine is too top-endy to be ideal in a road car.

Even the 911E performs best when the engine is singing at above 4000rpm, which means the correct gear choice at every stage of

a corner is key to getting the best from it. Nail that and the 911E **truly** comes alive in your hands, delivering epic feedback. You feel your way through each corner, always reciting the 'never lift' mantra that, if it isn't in bold capitals on the first page of the owner's handbook, really ought to be. If you remain true to that caveat, carry as much speed as you can through to the apex and then accelerate out, you are properly 911-ing, grasping a chunk of the legend that lives on today.

Except later 911s were nothing like this in the way they feel. Sure, the numbers look increasingly impressive on paper - they have more power, more grip, better 0-60mph sprints and top speed. But every time the car grew a little wider and heavier, a bit more of the 911's childhood magic was lost.

Arguably the ultimate expression of early 911 wieldiness is found in the '72-73 RS Carreras, which is why they cost north of £350,000. However, you'll get enough of a dose of what we're after in any of the 911s built from late 1968 until the end of '73, from the base-model T through the E to the S, which slots in below the Carrera - though we've already covered why we have the E here and not an S. And there's a further reason - the 911E's other big advantage over its wilder 'S' brother is at the checkout. Think in terms of £85,000 for a top E, perhaps venturing closer to six figures for one with a special story like James Sohl's car has. You'd need to add £35k to those numbers for an equivalent 911S - and trust me, that is not money well spent.

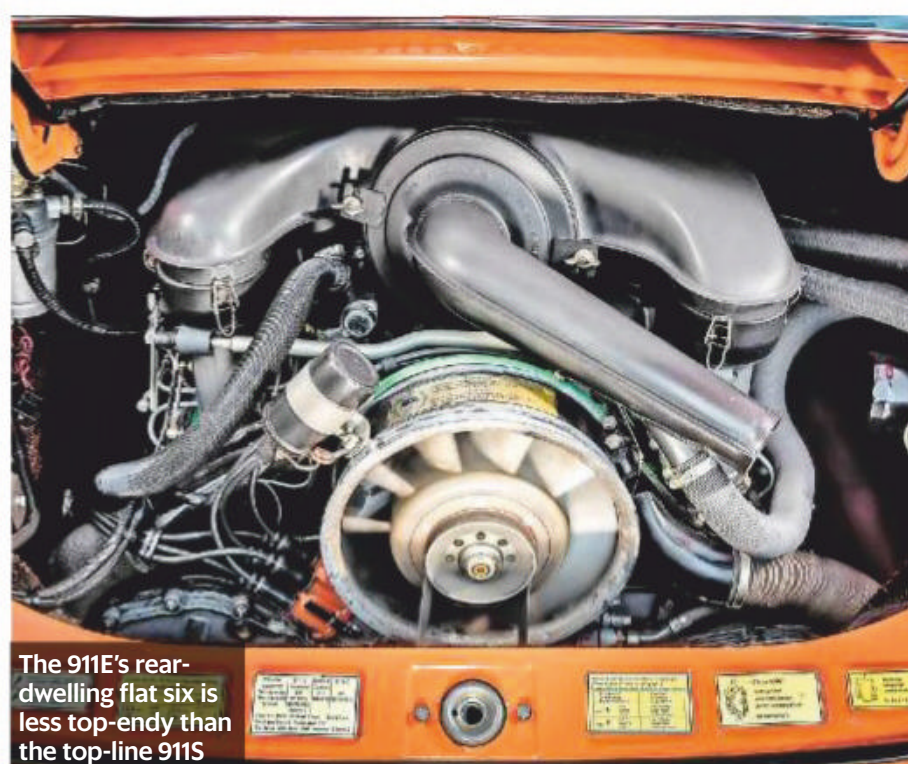
Back in the day the 911T was the big seller, but that was largely because the better E cost around 25 per cent more. It was less



Recalibrate your brain to 911 mode and the car comes alive in your hands



The seat of Russ's pants are clearly getting all the right messages



The 911E's rear-dwelling flat six is less top-endy than the top-line 911S

'The Porsche 911E delivers epic feedback. You feel your way through each corner, always reciting the 'never lift' mantra'

than a 10 per cent further upgrade to buy an S - and that perennial temptation to have the ultimate, whatever the realities, means almost as many of those were sold as 911Es. Carreras aren't even in that equation because they were built as a limited run of just 1508 cars against over 60,000 Ts, Es and Ss.

Buying any of these cars is less of a lottery than it used to be, because a tripling of values in the last ten years has seen many rebuilt and repaired properly. That's a good thing because these are all pre-galvanising-era Porsches. But any other than dry-state US cars will almost certainly have rusted and been repaired by now, so check what work has been done and how well it is holding out. A gap-free history file is important too, as is evidence that past work has been done by known Porsche specialists. It adds to the car's inherent value as well as your own peace of mind.

A final double-edged sword - parts for these cars are mostly fairly easy to find but usually expensive. A 911 of this vintage isn't something you should expect to run on a wing and a prayer.

Owning a Porsche 911E



James Sohl says, 'We bought this 911 three years ago and incredibly it's had only one previous owner and done just 74,000 miles. After selling a sport and leisure business, dad went on a buying spree - 13 cars in about a week. This was the one I chose and it's now our favourite. The history folder contains every single bill; the guy was fanatical about that. Original options fitted were the driving lamps and half-leather interior.

'There are a few chips and marks on the body, and some minor wear in the upholstery, but we're leaving it that way because it tells the car's history. As does the University of Northern Colorado decal on the rear window.

'To run one of these I think £2000 per year is a good number. That's what I allow. With its history and low mileage, this one gets used very sparingly, but it's old and parts are expensive when you need them.'

1969 Porsche 911E

Engine Rear-mounted 2195cc alloy flat-six, sohc per bank, Bosch mechanical fuel injection **Power and torque** 155bhp @ 6200rpm; 141lb ft @ 4500rpm **Transmission** Five-speed manual, rear-wheel drive **Suspension** Front: independent by MacPherson struts, lower wishbones, torsion bars and anti-roll bar; Rear: independent with torsion bars, semi-trailing arms, anti-roll bar and telescopic dampers **Steering** Rack and pinion **Brakes** Ventilated discs front, drums rear **Weight** 1020kg (2246lb) **Performance** Top speed: 137mph; 0-60mph: 8.0sec **Fuel consumption** 29mpg **Cost new** £3992 **Classic Cars Price Guide** £26,000-£85,000

The **Lotus Elan** was a real game-changer back in the early Sixties. This was a road car built with racing car technology and the minimum of compromise. Weight was also famously kept to a bare minimum, which meant it only needed a Ford-based twin-cam 1600 engine to hustle mighty E-types on racetracks - and blow them away on almost any point-to-point cross-country trip - thanks to the Elan's combination of diminutive size and pin-sharp handling.

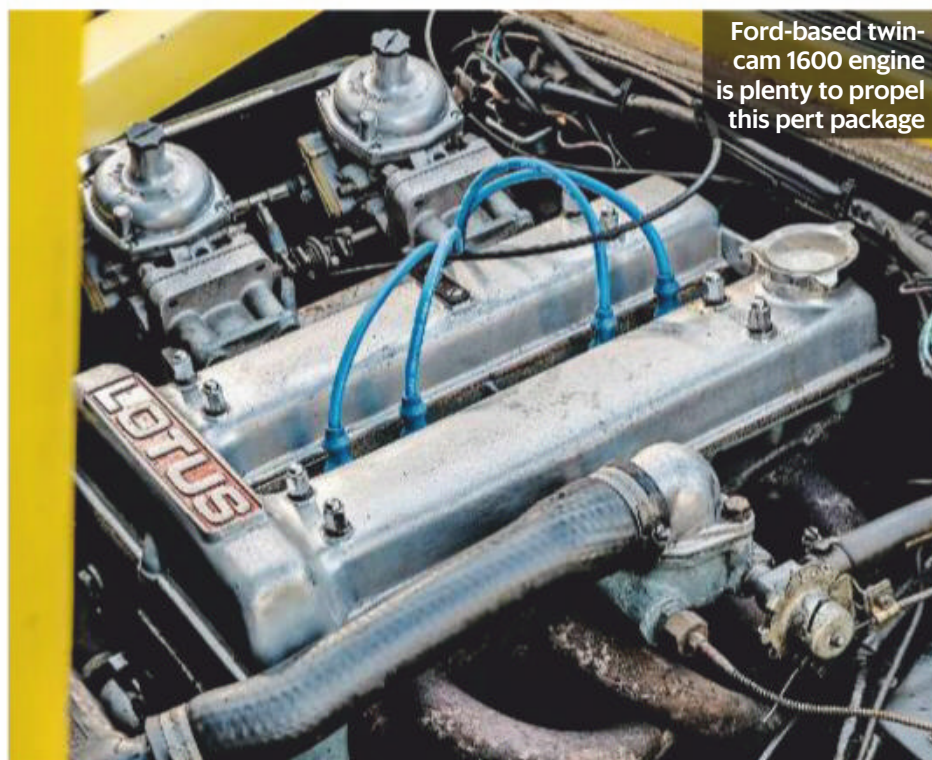
Yes, the handling. To be honest, calling it pin-sharp barely does the Elan justice. At the conception of this feature we wrote 'Elan' at the top of the page then discussed what else should be included. This is the car I've traditionally judged the handling of all others against and 57 years after being launched it still stands as an all-time great.

And before someone else mentions it, I need to remove the elephant from the room - the Mazda MX-5 that wanted to be the new Elan. The Japanese pretender is a fine-handling car for sure - I personally used an early one daily for six years - but it's a lot bigger than an Elan and almost 50% heavier without the benefit any more power. It's simply not in the same league.

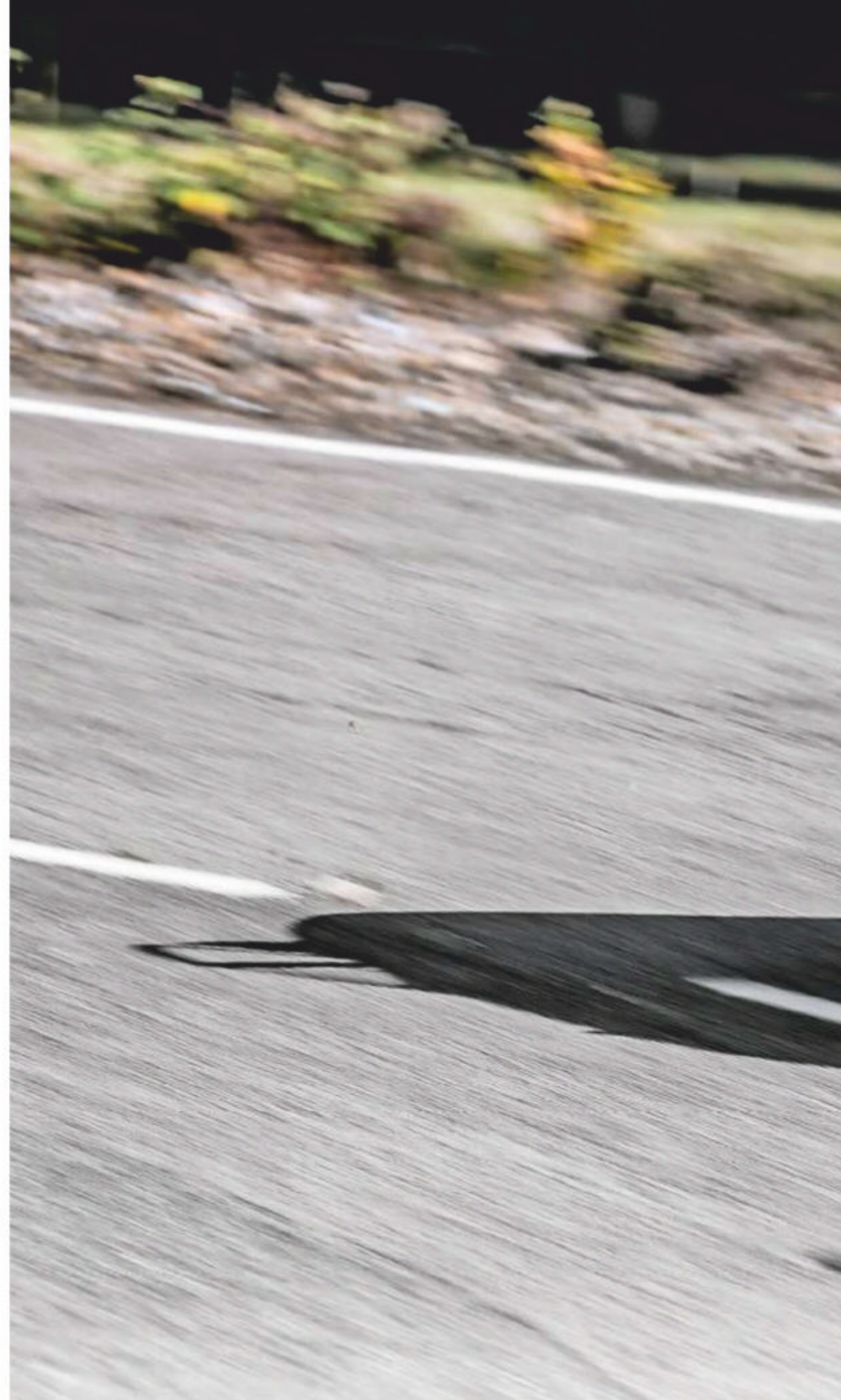
True to its race breeding, the Elan's size, poise and lightness allows amazing precision and in-corner adjustability. It makes corners a joy, and the Elan is a car that's almost impossible not to drive in attack mode, though there are caveats. Everything about driving an Elan happens suddenly, so you have to concentrate



Luxurious wood dash seems at odds with no-compromise approach to light weight



Ford-based twin-cam 1600 engine is plenty to propel this pert package



for every moment you are behind the wheel and focus on being smooth in all your actions. Do that and you find yourself relaxing. You'll know you've got it when you realise you're holding the wheel correctly, with your fingertips, the better to feel all the micro-messages being transmitted from the front tyres. Then in any corner at almost any speed you won't be caught off-guard, because the Elan's limits are well beyond what most of us will ever discover on dry public roads.

The final joy is that the Lotus does all this without jarring your fillings loose, like most modern pretenders with race-tuned suspension. The Elan's suspension is remarkably supple, which is also all the better for keeping those skinny tyres in touch with the tarmac. Proof that you don't need acres of rubber to provide grip. Try one and you'll always want to come back for more.

It was that package of dynamic abilities that made the Elan so popular when new, overcoming the fact that it was always expensive for a little 'plastic' car - an insult cynics liked to throw at them. To put it in perspective, the Elan even cost a little more than a 2.5-litre Daimler SP250 Dart, Britain's other renowned glassfibre sports car of the era - and at £1388 in 1964 it was over £200 more than an Austin-Healey 3000 and nearly £400 more than a Triumph TR4. Strangely, all but the TR4 are now worth more than the Elan - and that comes close. Yet none of them can come close to the Lotus when it comes to exhilarating driving sensations, most especially when the going gets twisty.

Paying somewhere in the mid-twenties is about right for a good, usable Elan, with premiums to add for cars at either extreme of

Elan is still the benchmark for poise and pin-sharp handling



their production run. Expect to pay an extra £5000 for a Series I (1962-64) because they are simply so scarce, and the more powerful Sprint that occupied the final two years of production from 1971-73 is worth £10k more. There are plenty of Elans about though. A little over 9000 were built in total, but an amazing 707 are still registered - and that's just in the UK.

That means plenty of choice, so you don't have to take chances by buying a sketchy one. Worry less about low mileage and look for a car that is used regularly and looked after by a Lotus specialist. Most chassis will have been replaced by now - at least once - because the originals rusted terribly. Beware of smoky, noisy engines because they cost £5000-£6000 to rebuild, along with crazing in the glassfibre body because it's long-winded work to put right properly. For that reason, be extra cautious about a car that has recently been painted unless there are photos to show the depth of work that went into body preparation beforehand.

'The Elan's size, poise and lightness allows amazing precision and adjustability. It makes corners a joy'

Owning a Lotus Elan



Elan owner Toby Chappell has a cautionary tale. 'I did it all wrong, ignored all the standard advice, and bought the car on its appearance after meeting the guy who was selling it in a park in Frimley. That was 20 years ago. I paid £12,000, then took it to Miles at Fibreglass Services and he promptly condemned it. It cost me the same again to put it right, including a new chassis and brakes. But in all the years I've had it I've never had to touch the paint or interior.

'The dynamo broke three times and Miles refused to fit an alternator because it wasn't original equipment, so I got that done elsewhere and it's been fine since. Esprit Engineering in Salisbury look after it for me and on average it costs £1000 a year to run. There's always something that needs doing on top of the regular servicing. But to be honest, most problems stem from lack of use, like fuel leaks and so on. I think the message is that I ought to drive it more often!'

1969 Lotus Elan S4

Engine 1558cc inline four-cylinder, dohc, dual Stromberg 175CDS carburettors **Power and torque** 115bhp @ 6250rpm; 108lb ft @ 4000rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent with wishbones, coil springs and telescopic dampers. Rear: independent with Chapman struts, coil springs, lower wishbones and telescopic dampers **Brakes** Discs front and rear, servo-assisted **Weight** 701kg (1545lb) **Performance** Top speed: 124mph; 0-60mph: 7.8sec **Fuel consumption** 30mpg **Cost new** £1769 **Classic Cars Price Guide** £9000-£31,500



Here again we follow the theme of choosing a model that's a few steps back from what the market considers to be the ultimate version. In this case that equates to a regular **Lancia Integrale 16V** rather than one of the later Evo I or IIs. The latter might well boost your bragging rights, but perhaps don't offer enough extra in the way of abilities to justify the vastly higher prices they command - and we'll come to those later. As a road car, from behind the wheel there's more than enough going on here to keep anyone entertained and not feel short-changed in life because they don't have a homologation special sitting in the garage.

This was the car in our test I was most looking forward to getting behind the wheel of. That's firstly because it's the only one here - if you count the VX220 as largely being a Lotus Elise - that has thus far escaped the clutches of my greasy paws. And also because the Integrale's reputation as a driver's car precedes it - flat out and with all headlamps blazing. This is not just a drive, we're in bucket list territory. Can it possibly live up to that level of expectation?

Yes, is the short answer. Right from the off there's one four-letter word to describe the Integrale that sticks in my mind. Epic. I cannot comment on driving position because I'm genetically predisposed to the long arms and short legs that are said to be the blight of most Italian car designers. Also, you must get used to the idea of left-hand drive because apart from a few compromised

aftermarket conversions, all Integrales were. So let's just strap in and go. And boy does it go. No wonder these were such successful rally cars, they have the full package - grip, feel and power.

Being analytical, if you take away the last of those factors, this is not the best car from a pure cornering perspective, but it has to be one of the quickest machines around for stringing a series of corners together. That's not just because of the massive gobs of turbo torque that hurl you from one kink in the road to the next, but the way the Integrale feels so neutral and so stuck to the road. After a quick lift before a bend, you power through and slingshot on to the next, getting ever more breathless and ever more impressed. The car doesn't fight, it just goes where you point it and feels like a good friend that will always look after you.

To add more perspective, I drove a Quattro recently, through the same set of corners. So I can say with some confidence that the Lancia blows the Audi away - it's on another planet. Little wonder, then, that the Integrale won six World Rally Championships in a row, from 1987-92 - a total of 46 event wins on various surfaces. This success was duly converted into sales, with more than 44,000 Integrales sold, which is pretty impressive for a highly specialised hot-hatch that when new was twice the price of the Peugeot 205GTi 1.6 we also have in today's test.

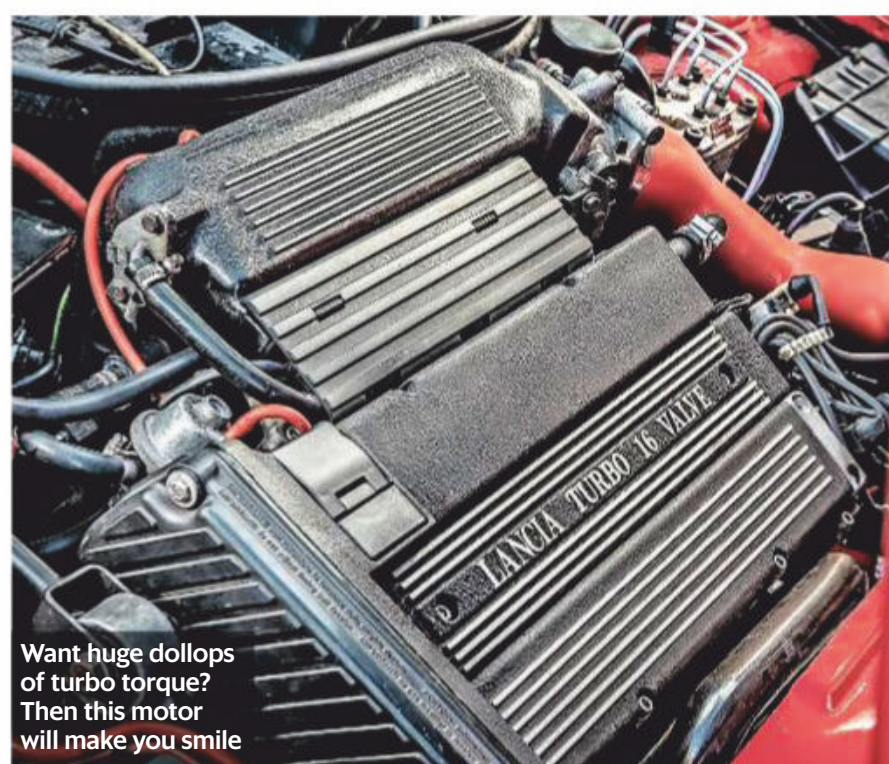
That's a price differential that has been maintained - and exceeded for the rarer and quicker Evo models that filled the last four years of production and can make £35-40k. But buying an Integrale is a minefield, and it's not a car that will ever be cheap to own. There's the usual Italian bugbear of rust, which can break



Integrale feels glued to the road, inspiring massive driver confidence



Driving position conforms to the classic Italian stereotype



Want huge dollops of turbo torque? Then this motor will make you smile

'The Integrale has to be one of the quickest machines around for stringing a series of corners together'

out anywhere but is a particularly unwanted issue in the rear suspension turrets and crossmember, screen surrounds and front chassis legs. They also seem prone to being crashed by drivers lulled into over-confidence by the car's superpowers, so look for uneven shut-lines and kinks where side pillars join the roof. Beware recent imports with sketchy history. Adding to the problem is that Integrales are rarely broken for spares any more and no new panels are available, other than a recent limited run of bumpers.

Engines are tough as long as they are well maintained. If they do fail you're looking at up to £5000 for a rebuild - and even a new water pump can cost you £500, so check it for noise and leaks.

Avoid cars that have been modified - it is increasingly hurting their value because the market now wants standard cars. Aftermarket stuff like Bilstein suspension struts also ruin the ride. So do your due diligence and find the right car at the right price, then if you ever can bring yourself to sell it there will always be a willing new owner with the right quantity of cash.

Owning a Lancia Integrale



Richard Harvey says, 'This started out as a £1500 basket case that needed six years work to bring it back to what you see today. It was a non-runner with no bumpers, a smashed window and cracked lights, but I got it started easily. Once I got it home and dug deeper, it turned out to be better than it looked. I've spent less on it than the car is now worth. I was going to modify it at first, but found a photo of it in Peter Collins' Integrale book so had to keep it standard after that.'

'It needs constant attention, which has included a new turbo and pipework recently. I reckon it costs me about £2000 a year to run, but part of that is ongoing work on bringing it up to standard. There's one more oil leak to fix, but that's an engine-out job.'

'I do around 3000 miles a year in it - they like to be driven. Leave one sat too long and you always get issues.'

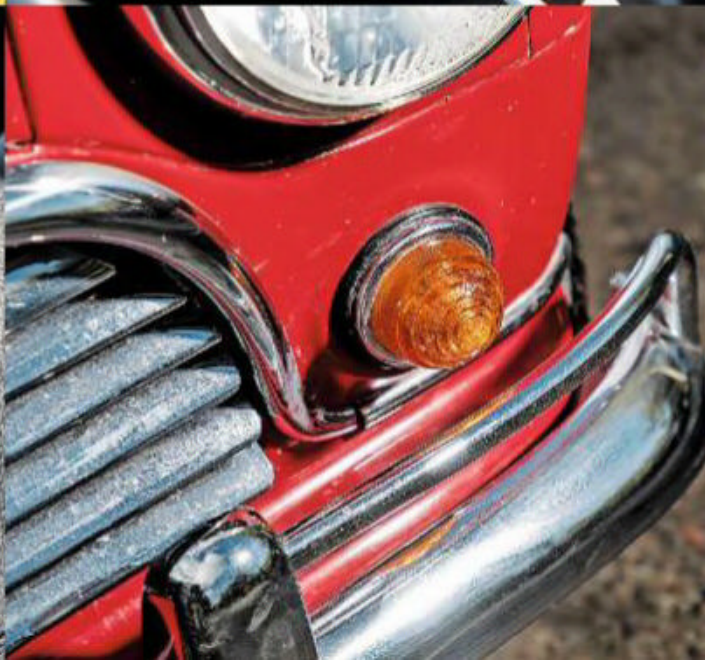
1989 Lancia Integrale 16V

Engine Transverse 1995cc inline four-cylinder, dohc, Garrett T3 turbocharger, Weber IAW electronic fuel injection **Power and torque** 200bhp @ 5500rpm; 220lb ft @ 3000rpm **Transmission** Five-speed manual, four-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: independent with MacPherson struts, lower wishbones, anti-roll bar and telescopic dampers. Rear: independent with MacPherson struts, trailing arms, radius arms, anti-roll bar and telescopic dampers **Brakes** Discs front and rear, servo-assisted **Weight** 1250kg (2753lb) **Performance** Top speed: 132mph; 0-60mph: 6.1sec **Fuel consumption** 26mpg **Cost new** £19,625 **Classic Cars Price Guide** £3500-£22,500



From a four-wheel drive, front-engined four to a rear-engined flat six, our handling half-dozen has a wide range of drivetrain layouts





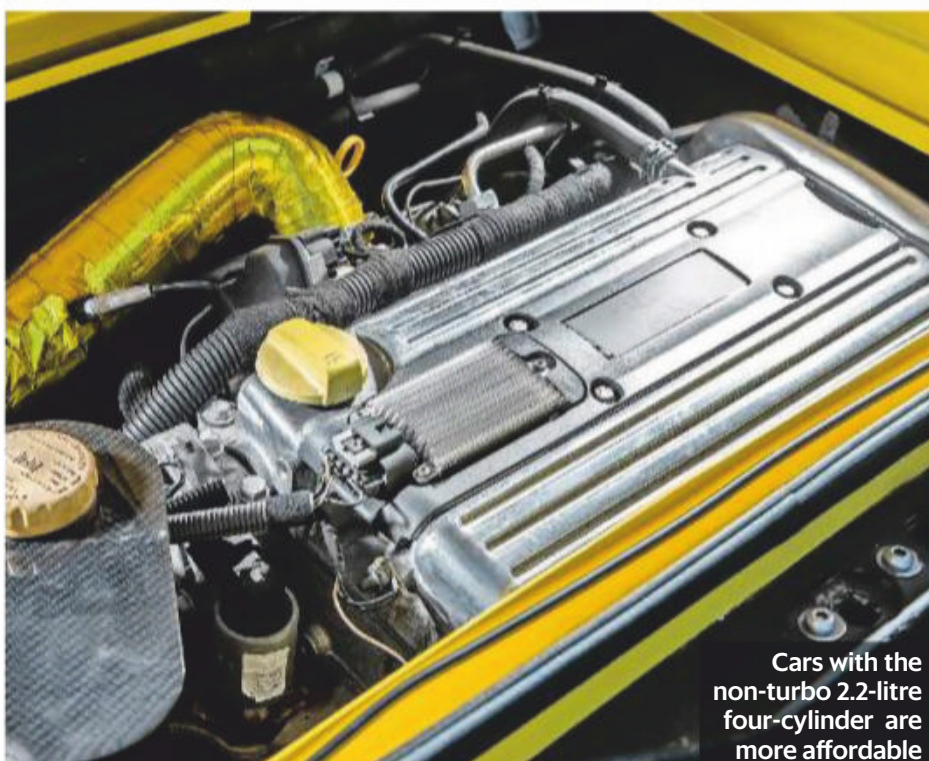
Much like the Lotus Elise that it shares a great deal with, including the basic body tub and a steering wheel that differs only in the badge stuck on its centre boss, the **Vauxhall VX220** has a spacecraft-chic cockpit decked out largely in brushed aluminium and short on frills. If it doesn't help get the job done it isn't included here. That feels admirable from an era when many sports cars had forgotten the script and been overloaded with leather and gadgets. The sat-on-the-deck driving position is bang-on too, making you feel like you're in a racecar.

You should have got the message by now that this feature is not about ultimate performance, hence we have tracked down a normally aspirated model rather than the more brutal Turbo. If you wonder why you rarely see either, the VX220 wasn't a raging commercial success and there are fewer than 1400 in the UK, slightly more than half of them the cheaper non-turbo cars.

Mounted behind the seat is a 2.2-litre Vauxhall Astra SRi four-cylinder rather than the Rover K-series or Toyota 1.8 lump you'll find in an Elise S2, but the small amount of extra power the GM unit offers is slightly blunted by the extra 15kg the VX220 carries. In terms of an 875kg car that's not a lot and doesn't explain why the Vauxhall feels more planted and less nervy than its Lotus cousin. The character change between the two is greater than



Cabin reflects the car's Elise origins – right down to the steering wheel



Cars with the non-turbo 2.2-litre four-cylinder are more affordable



that weight and the slight difference in dimensions and tyre sizes might suggest, so is more likely down to suspension geometry and the VX220's softer suspension settings.

As you'd expect with no engine up front to weigh it down, the unpowered steering is light and very direct, with feel that's not far off the Elan's in connecting the road surface to your palms. It's just what you want in a car that majors on driver involvement and has made VX220s very popular for track days. But it also somehow conveys the message that this car isn't going to nanny you – the driver's in charge and will be rewarded (or not) in direct proportion to the effort put in.

So what we have is a car that wants to be grabbed by the scruff of the neck, but smoothly, with as much finesse as you can muster, because like any mid-engined car it can turn and bite you if you get it wrong. The good news is that if it does step out the VX220 is that bit easier to catch than an Elise, again thanks to those softer, more forgiving suspension settings. Practice with the VX220 and it goes through all manner of corners very well, with what feels like almost zero roll and lots of grip. It's easy to see why they have such a fanatical following.

Those enthusiasts also enjoy a small price advantage over Elise buyers – at least with non-turbo VX220s. One of those adds around £2500 to their value, which brings them up to Elise levels.

As for buying one, their popularity for track use should provide a few clues on where to start your inspection. Is the engine starting to smoke or rattle from being enjoyed too vigorously? Being a standard Vauxhall unit it's simple and relatively cheap to

Curiously, the Vauxhall VX220's suspension setup inspires more confidence than its Lotus cousin



rebuild, but that may not be something you want to get into. A plus for the 2.2 is that it has a timing chain where the 2.0 Turbo is a different engine that has a belt.

The other issue is whether there's been any past body damage, so check out panel fit and look for slight discrepancies in paint matching. If there is damage to the front and rear you can buy complete body sections, known as 'clamshells', though budget £1000 for the front, £1750 for the rear, plus painting. Don't dismiss headlamp cracks as trivial because new units cost around £1000 each. Check the underside of the aluminium body tub for damage, particularly that caused by 'offs' or not using the correct jacking points. This isn't a simple fix and leaving it can also lead to delamination of the structure.

Expect to find evidence of water leaks into the cabin because they all do that, and look for bubbles in the paint where water has got beneath it - another fairly common problem.

'The Vauxhall VX220 goes through all manner of corners very well, with what feels like almost zero roll and lots of grip'

Owning a Vauxhall VX220



James Wrigg always knew he was going to get a VX220. 'My wife Lauren - it's her car really, so that's why her picture's shown - uses it to commute to work most days, though not during the winter; it goes away then. For a start, the heater doesn't really work, and I like to avoid frost because it can damage the glassfibre panels.'

'I bought this as soon as I could afford to own one, which was back in March last year. But it took a while to find the right car and this one was 250 miles away.'

'My dad had one when I was around six years old, in fact exactly the same Lightning Yellow edition. He did track days in it and on the circuit he said it was better in corners than the Turbo VX220s and more nicely balanced, so it could match them over a lap at most tracks.'

'I've no real idea what it will cost us to run, because it had been serviced and we've not had to spend anything on it yet. It has been totally reliable so far.'

2002 Vauxhall VX220

Engine Mid-mounted 2198cc V6, inline four-cylinder, dohc, Motorola GMPT multi-point fuel injection **Power and torque** 147bhp @ 5800rpm; 150lb ft @ 4000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by double wishbones, coil-over springs/dampers, anti-roll bar Rear: independent by double wishbones, coil-over springs/dampers **Brakes** Ventilated discs front and rear, ABS **Weight** 875kg (1927lb) **Performance** Top speed: 134mph; 0-60mph: 6.1sec **Fuel consumption** 34mpg **Cost new** £22,995 **Classic Cars Price Guide** £5000-£14,000



No feature based on handling would have been complete without a **Mini Cooper** being included. After all, it was probably the first small saloon that could boast of its cornering abilities as a virtue. Before Issigonis changed the game, bend-swinging a saloon was more often a way to explore interesting roll angles and scrape paint from the sills. The Cooper was the first version of the Mini to really start exploiting the wheel-at-each-corner abilities of the chassis by adding significant extra power with the aid of another 150cc, some basic tuning tweaks and a second carburettor, creating an instant legend. This was a sensible city commuter car that people could - and did - race at weekends.

It's one of those early Coopers that we have lined up today, deliberately chosen over a Cooper S because these are almost as able and as much fun to drive but, significantly, around 40 per cent cheaper. Certainly the difference between a Cooper and a standard 850 Mini (one of which I drove for a Big Test four issues ago) is huge. There's 30 per cent more midrange torque for a start, at 3000rpm where you do most of your driving. If anything the upgrade feels even greater, and makes this a contender on any road.

There's not a great deal of difference in the handling between this and the standard Mini, but that extra power shrinks the gap between corners so you seem to spend more time enjoying them. It also means you arrive at many corners with more speed to carry

through them. The Cooper comes with other benefits too, like a remote gearchange with a much shorter lever that has a quick snick-snick action. Front disc brakes too, which removes my main criticism of the early all-drum Mini I drove. The standard Mini's lack of speed made it better on lanes than main roads, but the Cooper's extra power and taller gearing adds 14mph to the top end so it is a much more versatile and usable all-rounder.

The seats are useless, of course, at providing support to match the cornering g-forces you can pull, so some delicacy and feel is lost as you hang on grimly to the wheel in order to stay seated. No wonder that one of the first tuning modifications for Minis back in the Sixties was usually a bucket seat. Mid-corner bumps also upset occupants, though seemingly not the Mini itself, which feels impervious to being deflected off line, at least in the dry.

Those mild and easily addressed criticisms aside, it is often under-estimated how precise the clear view of the car's nose and the Mini's razor-sharp steering allows you to be. In all the other cars here you aim to clip an apex, hopefully at the right point. In the Mini you can ride it to millimetric precision, usually while keeping your boot in and pulling the car round and out of a corner. It's a very clever way to make 55bhp feel competitive. So it's little wonder that Coopers sold so well - over 80,000 of the 997/998cc models by 1969, an average of 10,000 a year. This was the kind of car that was so much fun it could make you giggle while you drove it - and to be honest, it still is.

You'll need to pay mid-teens to £20k for a good, usable Cooper. Anything that's actually worth more than that will be so nice that



A clear view of the nose makes accurate placing of the Mini easier



If you want minimalist, the Cooper's interior is hard to beat



Morris-badged 998cc Cooper engine offers low-cost maintenance

'In the Mini Cooper you can hit an apex with millimetric precision, keeping your boot in and pulling it round a corner'

you may be afraid to use it in the manner for which it was designed and built. The big catch is that it's actually now a more difficult task to find a regular Cooper for sale than it is to find a Cooper S. The latter became more valuable much earlier and therefore got saved and restored before it was too late.

Another issue is that not all Coopers of either persuasion are entirely genuine. High values makes faking them good business for the unscrupulous, so your first job is to establish that a car you are interested in is genuine. It's too much to go into here, but the Mini clubs can be helpful with this.

That sorted, you can get down to making all the usual checks for rust - something Minis have always loved to do - and the quality of all the work that's bound to have been carried out on any Mini over the years. You also need to go in with a clear view of what level of modification you'd be happy with. They have been so popular with tuners over the years that many are tweaked in some way, but unmodified cars are becoming more sought after now.

Owning a Mini Cooper



Roger Hill has owned his Morris Mini-Cooper for more than 30 years, 'I bought it as a £500 wreck in 1988, after it had been used as a rally car. I spent a couple of years doing it up, and subsequently found out through checking chassis number records that it was the very first Morris-badged 998cc Cooper to come down the production line, which makes it a bit special. It even had a few leftover 997 parts on it, so of course I kept those. I even tracked down the original owner, and then changed the white roof to the correct black.

'With Coopers you can now buy reproductions of anything for them, but this one has all original parts - even its interior. Having got on top of it, and being a Moke specialist, it costs me nothing except cheap service parts to run, but will probably need some TLC soon. I admit I don't use it so much these days. You feel quite vulnerable when driving it, because everything else on the road is so big now.'

1963 Mini Cooper 998

Engine Transverse 998cc inline four-cylinder, ohv, twin SU 1.25in HS2 carburettors **Power and torque** 55bhp @ 5800rpm; 57lb ft @ 3000rpm **Transmission** Four-speed manual, front-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by transverse links, rubber cones and telescopic dampers; Rear: independent by trailing arms, rubber cones and telescopic dampers **Brakes** Disc front, drum rear **Weight** 617kg (1359lb) **Performance** Top speed: 89mph; 0-60mph: 14.8sec **Fuel consumption** 34mpg **Cost new** £568 **Classic Cars Price Guide** £6000-£24,000

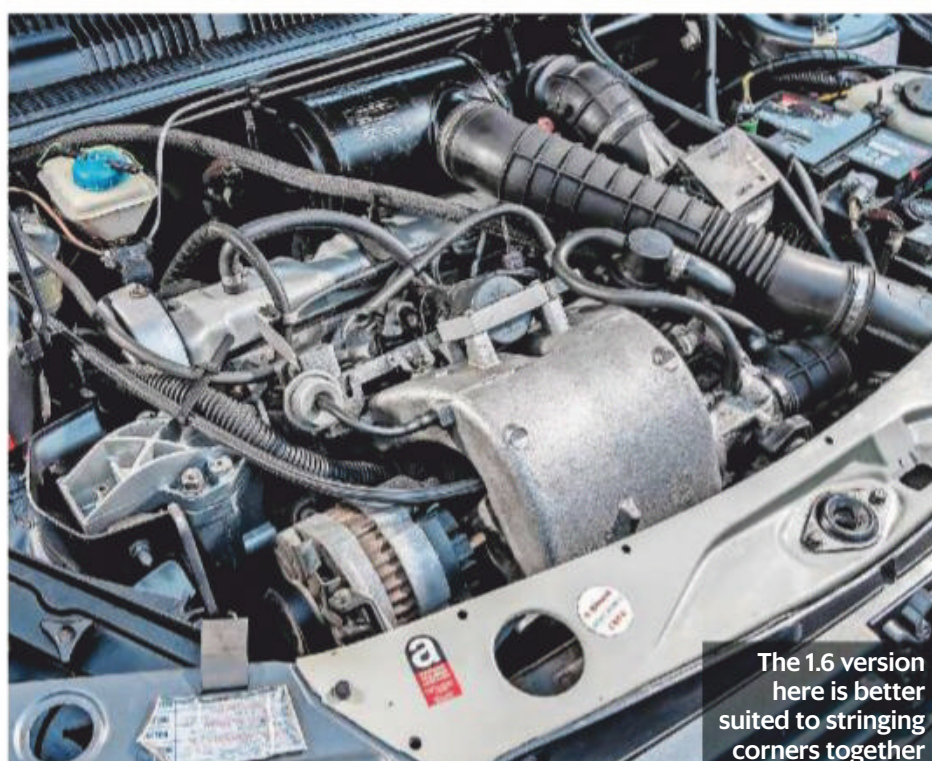
Professional etiquette requires me to declare an interest here. I have a bit of history with the **Peugeot 205GTi** that involves ownership of two 1.6s, racking up over 50,000 miles in them, and I have also driven several 1.9s over the years. At every opportunity, to be fair. So this is a bit of a homecoming; yet another renewal of my vows to own another one at some point in the not-too-distant-future. It was also this past experience that made me insist that we have a 1.6 in the feature rather than the 1.9 because, for our theme of stringing a set of corners together, it is the better car, to my mind at least. It's all about balance, and the extra torque coursing through the driveshafts of the 1.9 wobbles that balance by a tiny but noticeable fraction. The 1.6 is the pure original - and throughout all those miles I drove, never once did I wish for more power.

So on with the familiar dance, which starts by slipping into the driver's seat, perched unusually high for a car with sporting pretensions, but another thing I like about 205s because you can see every corner of the car and place it with almost Mini-like precision. From the first bend it all comes flooding back, along with a new realisation. This may be a front-drive hot-hatch, but with its diminutive size, light weight and hair-trigger response from the throttle pedal, steering and gearshift, the Peugeot actually feels closer to the Elan than any of the other cars here. It even has a similarly compliant ride. Likewise, it has that inherent

The 205GTi rivals the Mini in terms of precision via front-end visibility



Driving position is high for a sporting car, but it gives excellent visibility



The 1.6 version here is better suited to stringing corners together

effervescence that makes you drive it quickly. Refer back to my comments on the Elan and you'll realise what high praise that is.

The 205GTi remained a bit of a one-off because no other manufacturer dared build a rival without including the usual 'sneeze factor' margin for safety purposes. Peugeot didn't compromise, and gave us a perfect, unconstrained rendition of the front-wheel drive layout. Which means it's a car that can get you into trouble if you expect it to take any responsibility away from the driver. So pay attention. And don't sneeze.

My favourite party trick with the GTi is that it allows you to go into a bend a bit fast, then adjust your line mid-corner with a tiny, momentary lift of the throttle to tighten the line and then balance the car on the throttle. It's easier than it sounds and makes you feel like Superman. But never lift right off or you will spin. That's why so many of these have wound up in hedges. But once you've got it and enjoyed the full-on feedback that allows it, you'll try it again and again. It's one of the things that makes every cross-country drive a spirited affair, leaving you pumped with adrenalin and - in the absence of a post-coital fag - needing a drive round the block in an old Volvo to bring you back down from the high.

I should probably calm down at this point too, and point out that this is a highly practical car too; comfortable over long distances, loads of room, and even when driven as described, capable of 28mpg. The 205GTi has been dubbed variously as the car of the Eighties, and best-ever hot hatch. I'd argue its corner on either score. I would also venture that today they are absolute bargains. Hot 205s did have a spike in value a few years ago, and for a while



I thought they had disappeared out of reach, but they are firmly back down to earth now with good examples once again in four figures. What confirms their bargain status to me is that the best 1.6s are about £5000 behind a MkI Golf GTI in similar condition. The 1.9s sit in between them. At risk of upsetting Volkswagen fans, that is a ridiculous imbalance in the market. I'm not criticising the Golf - it's another great hatch - but a 205GTi is a better drive. I'd also lay odds that gap will close again sometime soon.

If you are feeling tempted, there's some good news aside of current prices. Apart from the tailgates, 205 shells have a better-than-average resistance to rot. However, as explained above, they are hardly resistant to crashing and don't take impacts well. Panel gaps should be good; if they're not, it has a bit of history. The one area that must be checked for rust is the rear axle beam. The bearings in these also seize, which manifests in creaking from the back of the car. It's a £700-plus job for a specialist to fix.

So after a very entertaining and enlightening day, which is the car here that I'd most like to jump back into for the journey home? One that would obviously involve a bare minimum of motorways and dual carriageways. That's a difficult question until you factor in their relative values. As a confirmed rear-wheel drive fan I am unsurprisingly drawn once again to the Lotus Elan, though the Lancia Integrale has been a real revelation. But on a strictly fun-per-pound basis, for a road car there is still nothing to touch the Peugeot 205GTi, especially after their recent price drops. If you've not yet driven one, you really should find a way.

Owning a Peugeot 205GTi



Chris Gately has jumped into 205GTi ownership with both feet, 'I bought this 49,000-mile 1.6 at Historics' sale in September, and around the same time also bought the ex-*Top Gear* Miami Blue 1.9 at another auction. So as yet I have no idea

about running costs, but the hope is that by buying very good cars in the first place I should keep those down.

'The sale was in Surrey, but it turned out this car's previous owner only lives 30 miles away from me, in Lancaster. I could have saved a long journey if I'd known.

'I'd long promised myself one because my boss had a 1.6 in the Nineties and I enjoyed riding to client visits in it. It's a very different car from the 1.9. Those do feel more powerful and quieter, and because I drive more on major roads I prefer that. But the 1.6 is a better-feeling car on lanes, it is somehow more sprightly and better balanced. I will keep this for many, many years. And the 1.9 too.'

1991 Peugeot 205GTi 1.6

Engine Transverse 1580cc inline four-cylinder, sohc, Bosch LE2-Jetronic fuel injection **Power and torque** 115bhp @ 6250rpm; 99lb ft @ 4000rpm **Transmission** Five-speed manual, front-wheel drive **Steering** Rack and pinion, optional power-assistance **Suspension** Front: MacPherson struts, lower wishbones, anti-roll bar. Rear: solid beam with trailing arms, transverse torsion bars, telescopic dampers and anti-roll bar **Brakes** Disc front, drum rear, servo-assisted **Weight** 850kg (1874lb) **Performance** Top speed: 122mph; 0-60mph: 8.6sec **Fuel consumption** 30mpg **Cost new** £11,225 **Classic Cars Price Guide** £1250-£11,500

'Everything is about weight transfer'

Racer and TV presenter Tiff Needell gives his insight into getting the best from a car's handling on the road

Interview RUSS SMITH



The basic principle for the handling of all cars, whatever the drivetrain layout, is that everything is about weight transfer.

'A racing driver transfers weight as gently as possible between the four wheels, whereas a stunt driver does the opposite for dramatic effect. Every input - steering, brakes or throttle - should be progressive.

'Initial application wants to be gentle, then you add more as required. Once you have that in your head, you have to apply it to different vehicles. Sometimes you'll deliberately move weight around to counter a car's natural handling tendencies.

'Road position is crucial. As is your view of the road. The first thing is to know where you are on the road approaching a corner. If you are looking well ahead and the road turns, the rate at which it narrows in your vision tells you the severity of the corner.

'In old police training manuals it used to advise approaching a left-hander on the wrong side of the road, but I'd say the middle of the road - you'll see more of the corner. Remember, you'll always see anything coming the other way before they see you, so you can take avoiding action.

'If it's a right-hand corner you need to be hugging the kerb. So again you are opening up your view of what's ahead.'

'Caress an Elan though corners with delicate little applications'

> Lotus Elan

The Elan requires a complete racing driver approach - as delicate as possible and keeping that weight transfer to a minimum. It handles so well that you don't want to upset it; it's perfect as it is. Caress it though corners with delicate little applications and doing nothing sudden at all, especially braking. If you apply those too hard the rear wheels will go light and if you turn in with any brakes still applied, the back is going to come round on you. That's a classic piece of advice anyway - try not to brake when you are turning at all, unless you are forced to if the corner tightens up, but always as little as possible.'





< Porsche 911

'The Porsche 911 is a major challenge at all times because of the fact that it's not scientifically correct in its weight distribution.

'One thing about weight distribution though: journalists often get lured into the PR bullshit that a perfect weight distribution is 50/50. That's not perfect for handling. Look at an F1 car – I think that's about 35/65 front/rear. For a road car actually about 40/60 would be perfect, I'd say.

'Compared to the Elan, a 911 is a car you can be heavier with on the brakes to get some weight onto the front wheels to help it turn in. But if you then turn in too aggressively the now less weighty rear end will want to come past. However, if you go in gently it will understeer, which again you don't want, so it becomes a fine balancing act between the rate of lock applied and reducing your braking. And in a 911 all these things happen very quickly.

'Once you come off the brakes and on the throttle you mustn't get greedy and apply too much too soon or you'll push the front out again, so accelerate progressively so that you don't take weight off the front wheels mid-corner. It's all a lot of fun that carries on all the way to the exit.

> Mini Cooper

'A Mini is going to understeer unless you chuck it in. The thing about a Mini Cooper is that it doesn't know if it's going forwards, sideways or backwards. This has always been useful because you can do quite silly things with it, again using weight transfer, lift-off oversteer or even stamping on the brakes heavily to get the back out, then back on the power to pull it through.

Unlike in the 911, if the back does come round on you it's not the end of the world because it's easily recoverable. Though if you go too hard on the throttle you're back into big understeer. They used to be really spectacular on the track, though these days Minis are set up with lots of toe-in on the rear wheels so as soon as you turn the wheel slightly they dive into a corner.'



> Peugeot 205GTI

'With the 205, though it basically behaves in a similar way, unlike the Mini you can't be too abrupt in your actions. Your transitions need to be smoother. Lift off too much in a corner and the back can step out in a less forgiving way than the Mini and it'll swap ends. But the chassis setup allows you to carefully use the throttle to balance the car right the way through a corner. Again it's all about not doing anything sharply – smoothness on the controls gets the best results.'

'You can carefully use the throttle to balance the 205 through a corner'



>Vauxhall VX220

'The Elise that the VX220 is based on is pretty much as good as the Elan for handling. But they're frisky because they're light so you can't be too sharpish on the throttle, or transfer weight violently in any direction. You have to be very progressive with the controls. Use too much power too soon and it will light up the rear and step out on you very quickly.'

'Going into a corner you can get off the brakes earlier than with the Porsche because there's already more weight on the front. But don't turn in too hard and apply too much lock to counter the natural understeer built into these. When you add power to exit the corner you'll have too much lock for the situation and the chassis will respond to that with a snap. This can apply to anything rear-drive: too much understeer then snaps more sharply into oversteer. You have to find the right point of balance.'



'Four-wheel drive cars like the Integrale are less adaptable using the weight-transfer thing'

<Lancia Delta Integrale

'Everyone raves about the Quattro but that was a rubbish thing on the road; it was heavy and understeered everywhere. I think Lancia learnt from that.'

'But all four-wheel drive cars are less adaptable using the weight-transfer thing. They tend to be less satisfying as a road car. Less happens, basically, and there's less adjustment available mid-corner. You just set up to go round knowing it will understeer and nothing's going to change the path unless you do ridiculous 'Scandinavian flicks'. Add more throttle than you went in with and it will simply push out wider with more understeer.'

'People say four-wheel drive is safer because it has more grip. It doesn't. When you arrive at a corner and turn the wheel, all four tyres have the same amount of grip whatever the drive arrangement. Four-wheel drive gives more traction, which isn't the same thing. But it does mean when you are coming out of a corner you can put more power on more confidently.'

'Four-wheel drive is always slower on a racetrack. Take the Porsche 911 C2 and C4: the C2 will always be quicker round the track because there's more adjustability and balance for the driver.'



Manufacturers always set cars up with understeer; it's becoming an epidemic. It's good for safety but for great handling you want a car to be edgier. Racing cars actually need to be edgy. When I coached racing drivers I'd often ask them about the car's handling and they'd tell me it was perfect, so I'd ask why aren't you going faster then? What stops you going any faster? "Well it understeers then." So there you are, it isn't perfect, it's understeering. You've got to have something happening and you've got to keep pushing in a racing car to get the best from it to make it edgier.

'With a limited-slip differential you have to be more sensitive on the throttle, funnily enough. Though it's better for traction, if you are too heavy on the power both tyres lose grip in the same way and it will step out more sharply than a car with a regular differential, which is more forgiving.'

'The most enjoyable of these cars for me on a windy road would be the Elan. It's a classic handling set-up like a racing car. It's just so nimble. The 911 would be more of a challenge, and would leave me more worn out. But more satisfying in a way if you can get used to it and tame it. But it can always bite you. Driving the Elan would be more relaxing.'

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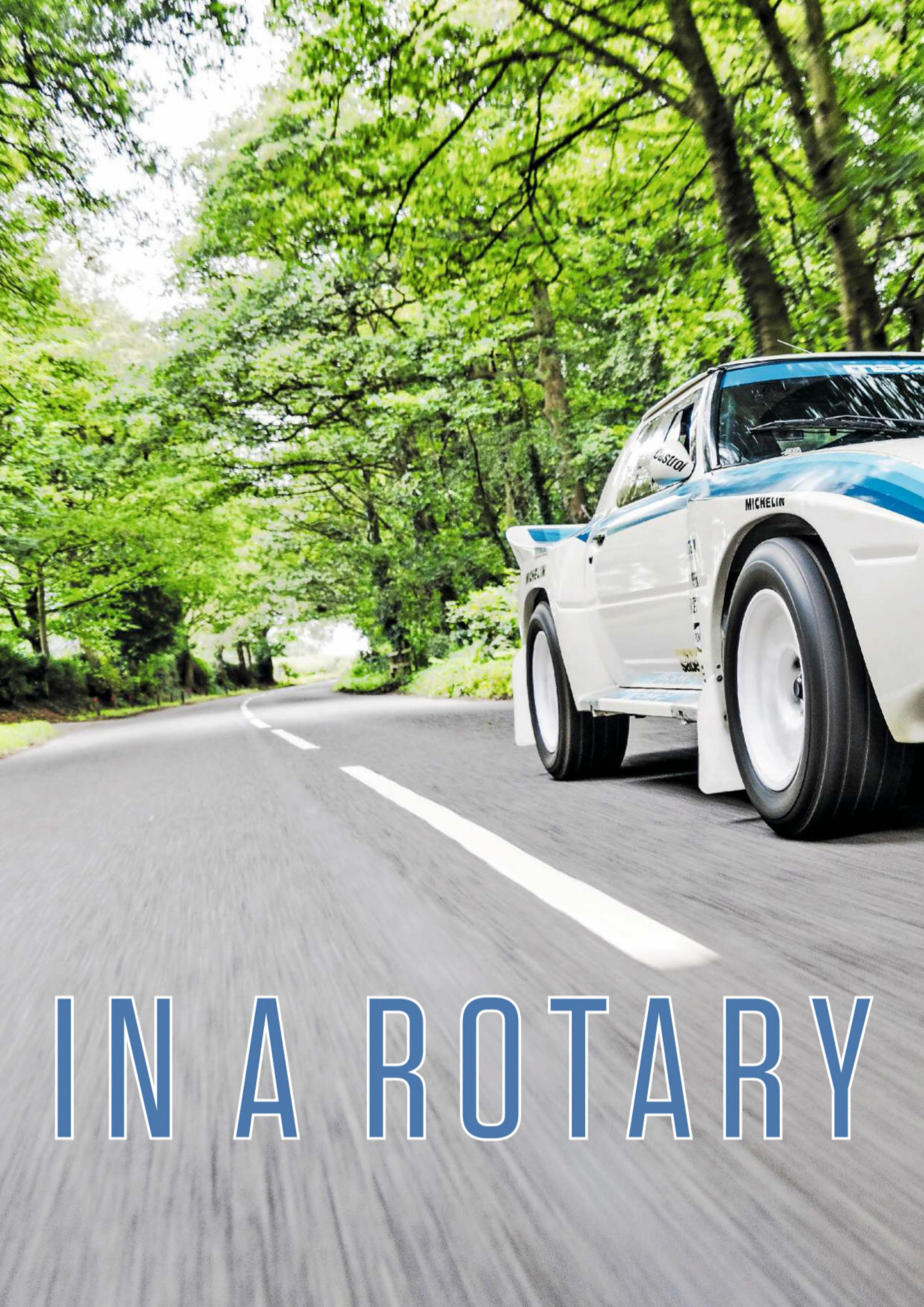
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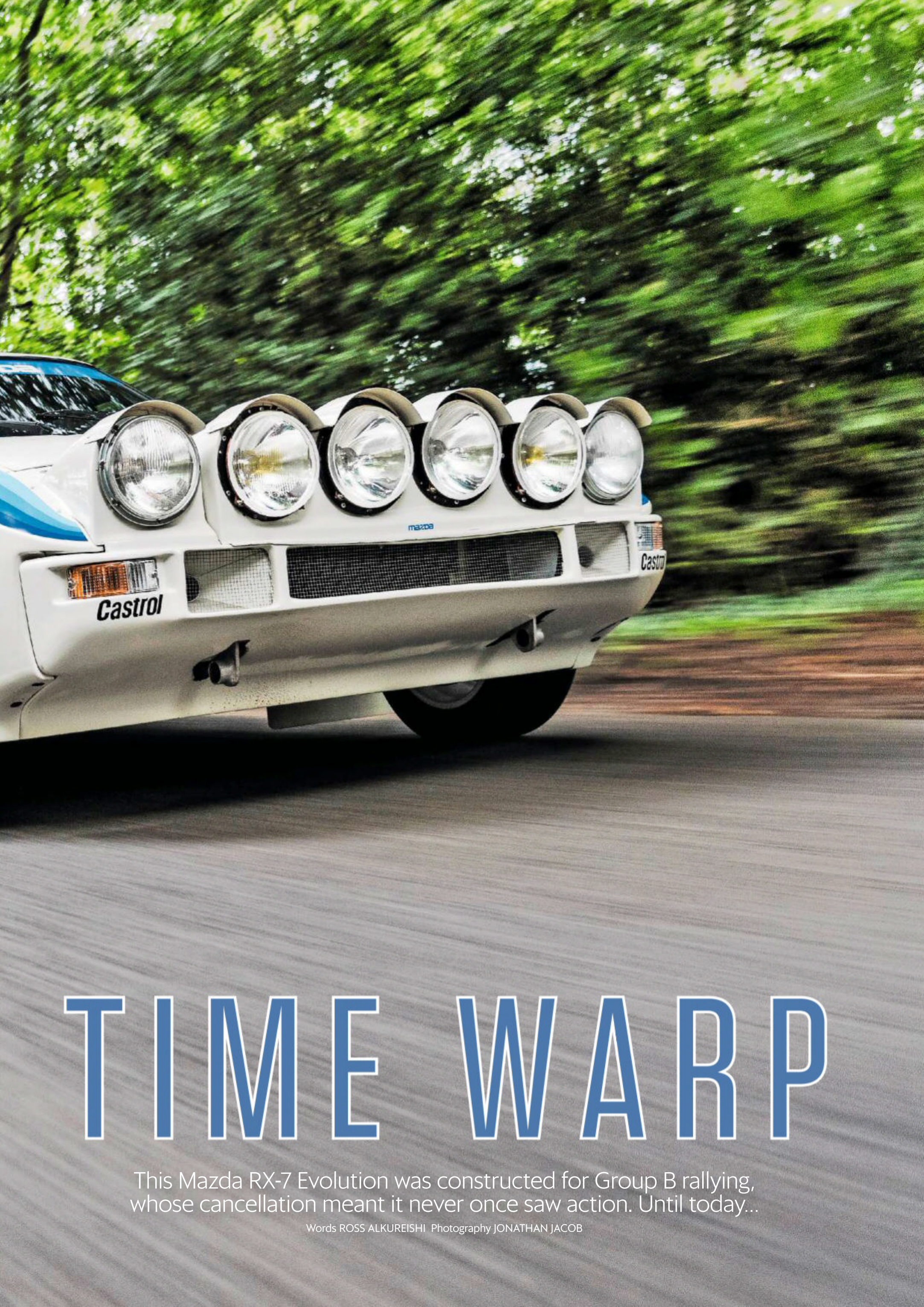
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IN A ROTARY



TIME WARP

This Mazda RX-7 Evolution was constructed for Group B rallying, whose cancellation meant it never once saw action. Until today...

Words ROSS ALKUREISHI Photography JONATHAN JACOB

The noise - oh my, the noise. Before he got a job talking about more important things, comedian Paddy McGuinness found himself a gig fronting a Saturday night television dating show in which his catchphrase revolved around variations of 'let the crown see the jewels' and 'let the hanky see the panky', etc. Well, in this case, it's let the exhaust see the baffle. Or not.

Technician Josh Gray is warming up the Mazda RX-7 Evolution's 13B Wankel powerplant and even seasoned workshop professionals, used to all manner of exotica, can't help but crowd around as he blips the throttle. It's part Group B glow - rallying in its most wild, unrestrained and legendary of forms - and part acoustics, but mostly the latter. Think the hollow metallic starting clatter from the racing cans of a Ducati Desmosedici GP7, and you're not far off.

As the air continues to pulsate in rhythm with the exertions of Josh's right foot, I take in the Mazda's brutish outline. Look past the rally addenda - bonnet-mounted light cluster, wide polyester wings and a rear spoiler that'd do justice to a vintage hydroplane are the most prominent - and you can see the attractive underlying outline of its first generation (FB) Mazda RX-7 origins.

Of course anyone au fait with that particular rallying category and its combatants - Peugeot T16, Audi Quattro, Metro 6R4, Renault 5 Turbo et al - will know that while the external aesthetics resembled those of their production brethren, in reality the mechanicals weren't just a world away. They were in the next galaxy.

Visually there's enough there for me to recall standing as a boy in a West of Scotland Mazda showroom circa 1985, drooling over a standard production variant at first sight and trying to persuade my father to adopt a 'to hell with it' attitude and buy it. Much to my chagrin, he opted for the sensible 626GLX family option.

The sudden cessation of sound brings me out of my reverie. Josh climbs out and hands me a peculiar J-shaped key. It's part Allen key, part Cluedo piece - it was Mr Carlsson, in the forest, with the tyre iron. 'You're a lucky boy,' he says. I know - one look at the delivery mileage on this car's odometer shows that it's barely been driven. Oh, and it's just been road-registered.

Straddling the roll-cage's side impact bar, I adopt a ballet-style pointing-toes movement as I slide my right foot into the footwell;

'I become a human slinky
as I re-distribute a surplus
six inches of height'

that downward movement produces enough momentum and I'm in, slow-motion scissor-kick style. Owner David Sutton carries out a mirrored manoeuvre into the passenger seat as he joins me. 'It's such a fierce thing and sounds fantastic just going in and out of the garage, but I've never driven it,' he says. 'With next to no miles on the clock, should you, or shouldn't you?'

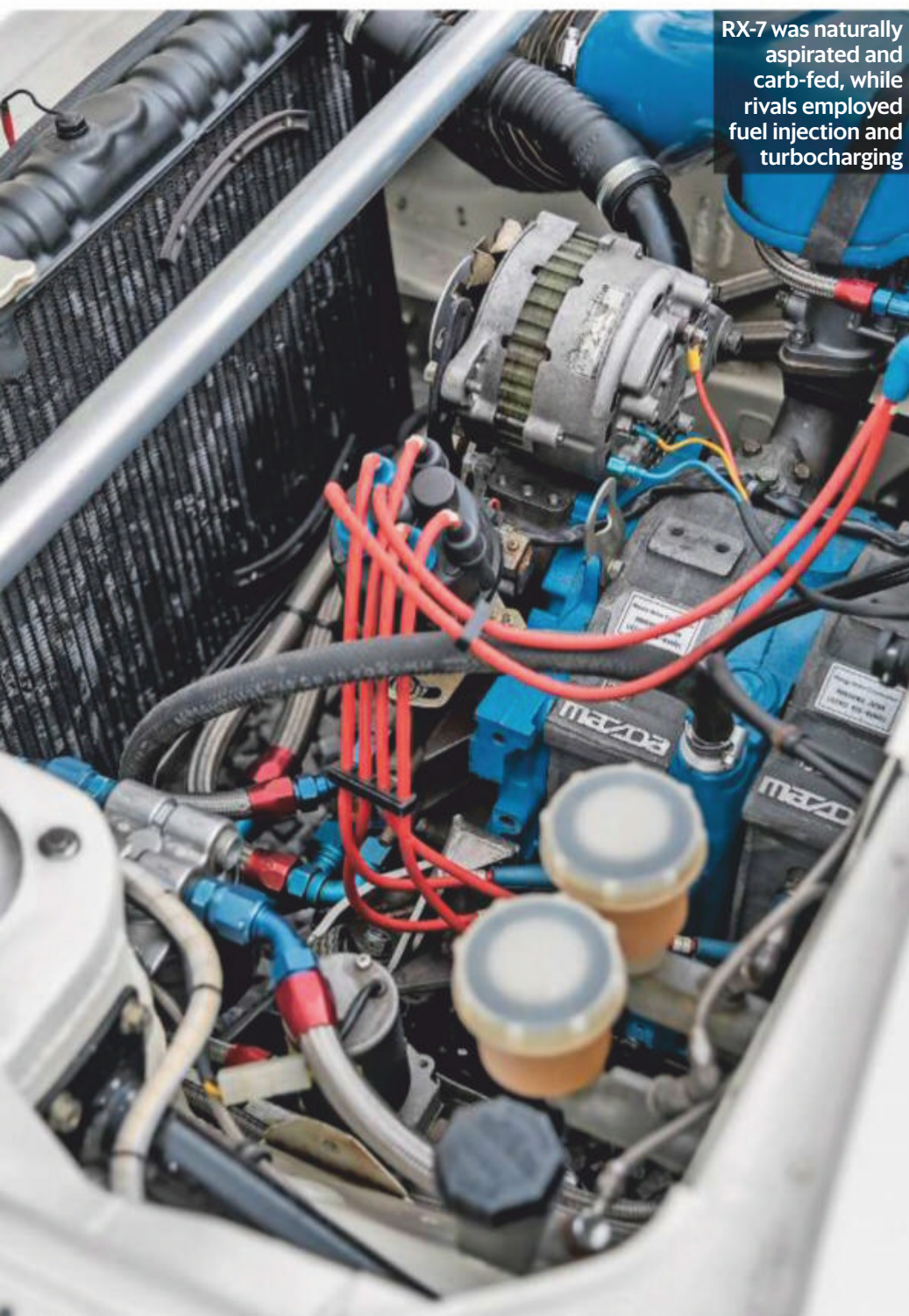
Mazda began constructing cars to basic Group B specification in February 1984 - differing from the old Group 2 car by the addition of rack and pinion steering and a larger, more powerful 2616cc version of the 13B engine - but switched to the more specialised competition-only Evolution variant three months later. Only 20 of these high-performance versions were required for homologation, although just seven were fully constructed in period. Mazda itself has confirmed that this car, chassis number MRTE 00019, was built in 1985 and today, it's like stepping into a time machine. The level of originality is staggering, with intercom cables still tie-wrapped and clipped for a day that never came.

Gearbox is a traditional five-speed manual, albeit with a dogleg first for quicker rowing between the all-important second and third gears when you're in attack mode





It never made it onto the special stages, but this Mazda was equipped to tackle the darkest corners of the Acropolis Rally's Peloponnisos region



RX-7 was naturally aspirated and carb-fed, while rivals employed fuel injection and turbocharging



Contortionist Ross savours his every last multiplication of the odometer reading



The RX-7's large rear window pane was remade in Perspex to save weight

The driver's seat position is bolted in place - although it could be moved further back - and I have to become a human slinky as I do my best to re-distribute a surplus six inches of height. Inside, a touch of carpet on the transmission tunnel is the only real attempt at road-car luxury. There's little by way of sound deadening, with thick braided fuel lines running centrally to the huge bespoke alloy fuel tank mounted just behind my elbows, leaving me in no doubt that this car is purely and simply a high-velocity missile.

I insert and turn the key. The cabin atmosphere heightens as the electrics come online, and I press the centrally mounted starter button. The huge Weber 48IDA carburettor catches with a clatter before hardening to resonate through my core - I feel like I've been transported into the heart of a wasp's nest that's just received a hefty thump with a stick. I'll state it again, oh my...

Mazda homologated two gearboxes and this is the dogleg-first-gear unit. The clutch engages with a light movement, I slot the stubby wooden lever into first and we're off out into the real world. I pull out onto an A-road, squeeze the throttle and first impressions are of the magnificently smooth nature of power delivery - the twin-rotor engine just wants to spin and spin.

After a relatively sane couple of acclimatisation miles, I sense a car looming behind me - all mirrors are for display purposes only because I can't see Bo never mind Diddley. Time to get harder on the power. The rear squats and its pared-down 990 kilograms is thrust forward at an incandescent rate, accompanied by a unique off-kilter, high-pitched rotary scream - forget insect analogies, this is fox in full-on berserker mode in a chicken coop.

The rev counter reads to 12,000rpm and those examples driven in competitive anger spun happily to 10,000 of those, but because this engine's technically still being run in I'm being considerably circumspect about when to shift. That said I'm fairly sure our tailgater is no longer there. What a rush.

With 300bhp it's far removed from a standard naturally aspirated RX-7's 115bhp (although the Japanese-market 'Savanna' Turbo made 163bhp), but accessing its 196lb ft of torque still requires working the gearbox hard; I'm glad I had my Shredded Wheat this morning. It's a notchy unit with a short throw, but requires a decent amount of heft to fully engage.

Out in the Cheshire wilds now and through a series of tight bends, its combination of sharp steering and firmly planted rubber sees it execute lightning changes of direction. With an engine mounted slightly nearer to the bulkhead for improved weight distribution, it's lovely and balanced. At the next corner I push harder and feel the rear end wanting to join the party, just begging for a little flick of the wrist, but today's not the day, and this isn't the place for old-school rear-wheel-drive rally antics, no matter how temping.

While the rest of the rally scene had departed for a turbocharged, four-wheel-drive world, Mazda continued to plough a conventional path, engine aside of course. The noise of the RX-7 as I blare under the canopy of a tree-lined road is transformative, and it's easy to feel like Ingvar Carlsson hurtling forward to collect third on the 1985 Acropolis Rally.

Despite having a fairly inauspicious WRC record, the FB RX-7 proved successful in other motor sport fields. Win Percy piloted one to both the 1980 and 1981 British Touring Car Championship titles, while in the North American IMSA series it dominated the GTU (GT under 2.5-litres) class in the early Eighties. It also had rally success in prototype four-wheel-drive form, storming to the 1981 SCCA Pro Rally title in the hands of New Zealander Rod Millen. Following his triumph, and in order to make a more serious attempt on the WRC, Mazda Rallye Team Europe was formed. Stationed at the company's Brussels base, MRTE came under the leadership of team manager and driver Achim Warmbold.

MRTE's first WRC entry was the 1983 Acropolis Rally, with Warmbold placing 15th and Harri Toivonen finishing 17th. On 1 February 1984, the RX-7 became the first rotary-engined car to be homologated for Group B. Three months later MRTE followed that up with the Evolution model; in came a raft of lightweight panels, re-jigged weight distribution, a rear-wing-mounted oil cooler, a rear-mounted dry sump tank and parallel rear axle links.

First-year highlights included a ninth-place finish for Warmbold on the Acropolis Rally and a win for Carlsson in the European Championship's Polish Rally. On the 1985 Swedish Rally, Carlsson achieved eighth place - the highest finish on the snowy event for a two-wheel-drive vehicle. Better still was to come on that year's Acropolis, with Carlsson taking a highly impressive third place behind a Peugeot 205 T16 and Audi Sport Quattro. Rod Millen was then invited over from the States and he finished ninth on the RAC Rally, with Carlsson one place behind. That season Mazda finished tenth overall in the World Championship, with the Swede 16th in the driver's standings. Two European Championship second places in 1985 - one for Marc Duez on the Boucles de Spa and another for Carlsson on the Skoda Rally - would prove to be the finale for the RX-7, before the awful May fatalities in Corsica heralded the beginning of the end for Group B rallying.

As I continue to enjoy the car in the present day, David and I hold a conversation conducted at a level just shy of shouting. 'I've always been a Group B nut,' he admits. 'I'm not a collector - I suspect I'd get bored of hanging on to things - but quite enjoy refreshing cars, and enjoying them for a couple of years. Having owned numerous mid-engined Group B cars including a Metro 6R4 and Renault 5 Turbo 1 - both of which I ran on track albeit non-competitively - it's extreme cars like this that I love the most.'

'I heard about two works Mazdas for sale in Norway; this one appealed because it was such a timewarp. It was just as it was sitting there in MRTE in 1985, waiting for a moment of glory that never came.'

'Everything about the car is so original. It didn't have harnesses or seats - I had to do a lot of research to establish what they were because they were unbranded. There weren't even any rally decals; they were in a pack, but not applied to the car.'

'After carrying out a gentle re-commissioning - including engine testing, replacing the fuel pumps and servicing the carburettor - I lent it to Mazda's UK Heritage Centre, where it was displayed for two years.'



RALLYING MRTE 00020, THE 'ACROPOLIS' RX-7

After his company restored the RX-7 Evolution that Ingvar Carlsson drove to third on the Acropolis, David Paveley rallied it on the 2011 Boucles De Spa Rally. 'Its outstanding strength was its handling,' he recalls. 'It was incredibly fast on smooth tarmac and not bad on the loose, with great traction. Corner speed was very impressive, it stopped really well and although the engine was not as powerful as the figures published, it revved very freely and pulled well from slow speed corners. It also sounded amazing - you have to remember it was still carburetted

whereas the competitors were on injection with turbochargers.'

Despite being up against a number of period rival Audi Quattros, Paveley set a fastest stage time on the rally. 'It proved that the car was not a one-hit wonder. The engine receives a bad press, but set up correctly it's fine. The housings are rare and have totally different ports to the road car so getting the power requires a lot of porting work. In Group B configuration it's hard work because the gearbox was agricultural, but it's still a rewarding car to drive. On the limit it's very reassuring, I always felt I had a bit more in reserve if I needed it'

[Mazda RX-7 Evolution Group B]

My own Group B rotary experience is coming to an end, so I turn round in the next village, instantly receiving an indignant look from an elderly resident as I conduct perhaps the loudest three-point turn in history; it's absolutely impossible to do anything quietly in this car. In less than ten minutes I've gone from feeling like Ingvar Carlsson on a wild charge, to McSheepish on manoeuvre. As I accelerate away, and then ease off the throttle as the junction appears, the flames no doubt now exiting the straight-through exhaust pipe will be doing little to temper her mood. I best not return.

The journey back to base is conducted at a relatively relaxed pace, punctuated only by inevitable and intoxicating heavy bursts of acceleration. The manner in which the RX-7 conducts itself, the rack-and-pinion steering leaving my hands in no doubt as to the chassis' intentions as it loads up, instils confidence and goads me into pushing on in the next corner.

As we pull up, it's handbrake on and I cut the power. I share a handshake with David and thank him for allowing me to break the car's mileage cherry. 'You've driven it further than I have,' he says. Not only that, I've joined a very small band of driver's to sample a Group B RX-7 Evolution.

Another who has is David Paveley, MD of Llandudno Junction-based specialist Group B Motorsport. His company restored MRTE 00020, the car in which Ingvar Carlsson achieved third place in on the '85 Acropolis Rally. 'The Group B Mazda RX-7 was built to a budget,' he explains. 'It didn't boast the bespoke parts or the development of other manufacturer's cars. The gearbox and rear axle were parts sourced from other cars in the range globally,

'The rack-and-pinion steering leaves my hands in no doubt about the chassis' intentions'

rather than subcontracted to specialist manufacturers as was the case with the T16 or RS200, but on the flipside it was a purpose-built sports car to begin with so the centre of gravity and weight distribution were already really good. A lack of investment was the car's main weakness, but it was strong and reliable, and this made it effective because it was a good points scorer.'

Countering unsubstantiated rumours of four-wheel-drive, period Mazda sources state that the following season's evolution would have included a sequential gearbox, lighter rear axle and electric power steering and fuel injection. Group B Motorsport recently built one of the original bodyshells to that exact specification. 'I qualified it into the top 20 run-off at the 2014 Goodwood Festival of Speed, and when you are in a line that includes F1 and modern WRC cars, you know the car carries speed well.'

Despite a relatively limited number of miles today, that's something I've just had a thoroughly compelling insight into. The RX-7 Evolution may have been an underfunded Group B underdog, and its mechanicals perhaps not quite as 'in the next galaxy' as I first imagined, but it was one that most definitely punched above its weight.

Having now decided to sell this car, David has completed the process of having it road-registered like it would have been had it made it into service, so the next owner has an extra element of choice in answering his earlier 'should you or shouldn't you' question about using it.

I know what my answer would be.

This car is now for sale at Trevor Farrington (trevorfarrington.co.uk)



1985 Mazda RX-7 Evolution Group B rally car

Engine 2616cc twin-rotor Wankel 13B, Weber 48IDA carburettor

Power and torque 300bhp @ 8200rpm; 196lb ft @ 7500rpm

Transmission Five-speed manual, rear-wheel drive, limited-slip differential

Steering Rack and pinion **Suspension** Front: Independent, MacPherson struts, parallel links, Bilstein telescopic dampers; Rear: Live axle, coil springs, parallel links, Bilstein telescopic dampers

Brakes Girling discs all round, dual circuit with servo and quick release pads **Weight** 990kg (2178lb)

Performance 0-60mph: depends on gearing; Top speed: depends on gearing

Cost new n/a **Asking price** £169,500



Huge faired-in rear spoiler helps push the driven wheels into the tarmac – or whatever other surface they encounter

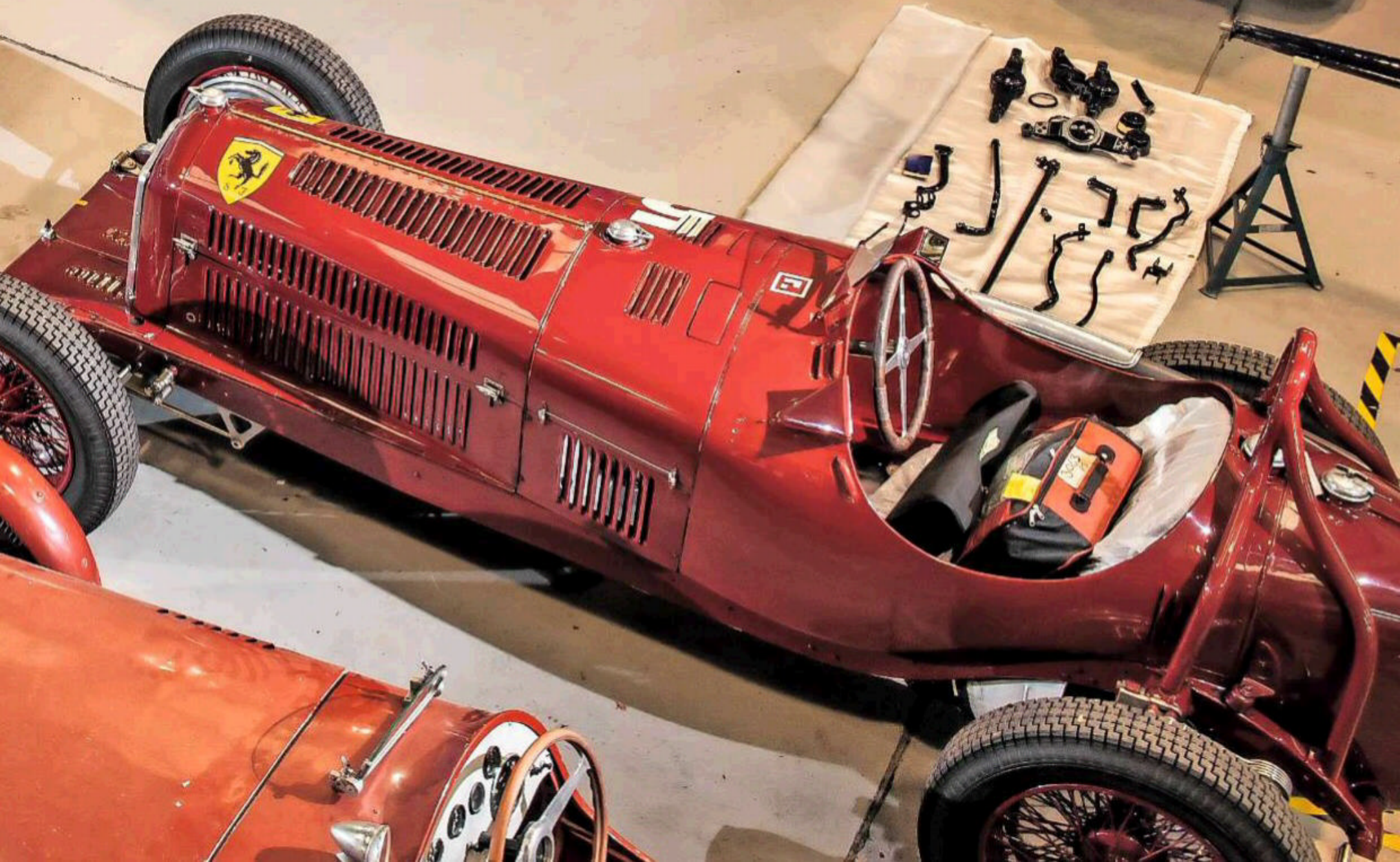
[Epic Restoration]

'I raced it at Goodwood but bits kept falling off'

An on-track disaster prompted the restoration of this AC Aceca, which turned out to be a prototype show car once owned by Donald Campbell

Words SAM DAWSON Photography LAURENS PARSONS





My wife always wanted an E-type, but when we went to look at one, I saw this in the corner,' says Kevin Shilling, recalling the time he first set eyes on the AC Aceca he now owns. 'The salesman tried to sell me all sorts of things instead, including an Aston DB4, but every time I just kept coming back to this car.

Whenever I got close to it, I felt an attraction to it. It had an aura that drew me in like a magnet.

'At the time I wasn't immediately aware of the Bluebird connection because the car was painted black, but as soon as the salesman realised I didn't want an Aston, he told me about this car, and that it had once belonged to Donald Campbell. I must admit, I knew very little about him. I mean, I'd read about his record-breaking activities and he was a bit of a national hero when I was a kid, but my attraction to the car wasn't because of him.

'I bought the car, and decided to do some sprint racing with the AC Owners' Club at Goodwood, but bits kept falling off it - door mirrors, windscreen wipers. I'd never raced before, so I remember trying to think back to the pre-race briefing as I passed the pits and thought "what does a black flag mean again?" It was then when I realised I needed to get some work done to it. This was November 2015. Little did I know that this work would take three years!

The job was entrusted to Jim Stokes Workshop, based near Portsmouth. 'What I like about Jim Stokes Workshop is that all the people who work here have such affection for the cars they work on,' clarifies Kevin. 'As Paul Smith told me, the reason why he gets out of bed in the morning is to work on my car.

'As he took the AC apart and made me a list of everything that needed addressing - rust, woodworm etc - I researched its history. It was the 1954 Earls Court Motor Show car, and won Car of the Show, fitted with AC's old straight-six. After the show, Donald Campbell bought the car, but had it repainted in blue to match his Bluebird boats, and fitted with a Bristol engine. But by the late Sixties, it was a farm-find wreck, before being restored in the Eighties and Nineties as a hillclimber.

However, as JSW's investigation progressed, so the list of jobs grew ever-longer. 'I'd get phone calls from the workshop saying "Kevin, we've just found this," and the more I found out about the car, the more I found myself saying, "Well, what's the best way of doing it?" - I realised I wanted the car as authentic as possible to when Campbell owned it.'

Taking it on the nose

'The main problem was the steel wire that the wheelarches were rolled around when the car was new, in order to get the correct shape,' explains JSW's Paul Smith. 'There was electrolytic corrosion where the steel and aluminium had reacted with each other, and it needed completely new metal, with the wings cutting away and new panels making, using the traditional combination of beating them out over a tree stump, then refining the shape on a wheeling machine.

However, the AC's late 20th century motor sport adventures had also taken their toll. 'The biggest problems were the nose and the rear wings. They had clearly taken a few knocks from accidents during the car's hillclimbing career in the Nineties, and were full of smoothed-over filler. The return-edges of the aluminium in the

nose were the wrong shape - they were rolled, they needed to be flat - and the doors needed completely reskinning.

'We tried to save as much of the original metal as we could, but we ended up having to cut the nose off and make a new one. Kevin has kept the original and intends to hang it up on his garage wall.'

Coachbuilder Gary Bowring examined the extent of the damage. 'There was lots of rot and crash damage,' he explains. 'As I took the bodywork off, I used it as a template to make a wooden buck to rebuild the front end, before making cuts in the front wings and either side of the grille. The headlight panels were beaten up, outriggers were rotten and detached from the chassis framework - the only thing holding it all in was the floor - and there was an especially big smash in the rear driver's side rear wing.

'The wheeling machine was needed to create the necessary curves, and I used a profile gauge when using the left-hand rear wing as a guide to reshape the opposite side, but everything else was done by hand and eye, with panels re-hung again and again until they were finally right.

'The wood inside the original doors was rotten, so we carefully extracted it and used its remains as a guide to make new frames, before forming new aluminium doors over them.

'We've kept to the original techniques when we rebuilt the bodywork, but we've addressed its weaknesses. We've rolled the aluminium wheelarches around steel wire again, but this time the wire is coated with anti-oxidising paint. There's no other way of reconstructing the wheelarches and keeping the correct shape, so it will ultimately need doing again - in 40 or 50 years' time!'

'Thankfully the brightwork didn't need replacing, a legacy of the Eighties restoration I think, but it was troublesome in other ways. They didn't have the steel galvanising techniques that we have now, so while the inner body panels could be saved, I needed to fabricate all-new aluminium floors because they don't mix well with ungalvanized steel outriggers! When we started the underside

of the car resembled a jigsaw with missing pieces. It's amazing what a shiny paintjob could neatly cover up in the Eighties.'

Low point

'Once we'd stripped the paint off, we found a lot of front end damage that had been hidden with filler, and suddenly realised we had rather a lot more work to do than we'd first expected' - Paul Smith

Structural concerns

'Given that this was the prototype, with a different, lower roofline from the production Acecas - probably altered as it has rather restrictive headroom - we think the shape would have been formed around this ash frame originally,' says Paul Smith. 'But when Kevin brought the car to us, although it was running and apparently usable, it was quite tired and the tyres were fouling the wheelarches.

We drilled a hole in the rear chassis rail, put cameras down into it and saw that the supporting ash frame was crumbling to dust. The car was collapsing.

'I worked my way along the lower six inches of the car. On the A-posts, where the chassis curves downwards, the hockey-stick-shaped tubes were just rusting away. So were the rear tubes at the back end, around the differential and the rear wings - they were just not worth repairing, so it all needed refabricating and welding onto the remaining solid steel.

'We took the same approach to both the steel and the ash - preserve as much of it as possible, but keep the car's specification original. We had to cut the back end off beneath the hatch to access the ash frame and carefully remove it in as intact a state as we could, before sending it off to master carpenter Steve Winterford, who machined new sections replicating each part, assembling them into structures as he went along, and sending them back to us as completed sections. These sections were then put back onto the bare chassis, so we could carry out a dry-build, putting the doors back on, modifying the framework slightly to



The AC's trip to Goodwood resulted in bits falling off



The original nose was beyond salvage, so a new one was made



Gary Bowring had to peel off the aluminium body to repair the frame



Original door wood was rotten. The new frames recreate originals



Paul Smith shows Sam how the engine was still in fine fettle

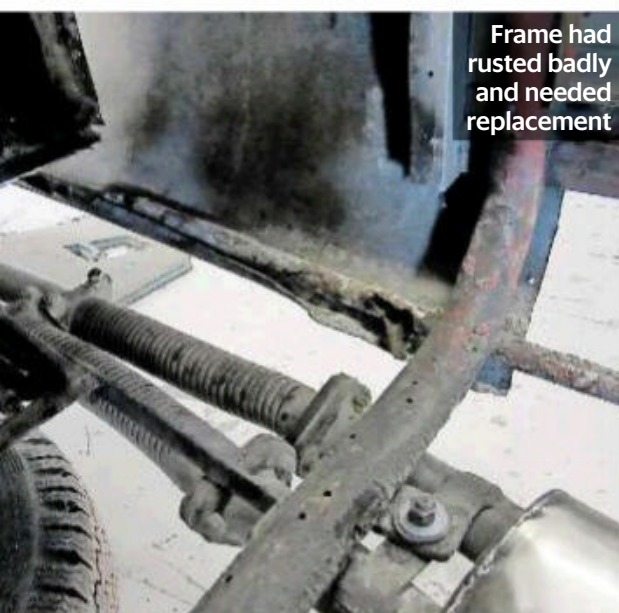


You wouldn't know looking at it now, but the back end had to be cut off



Perspex rear screen was easier to remove than the unique front one

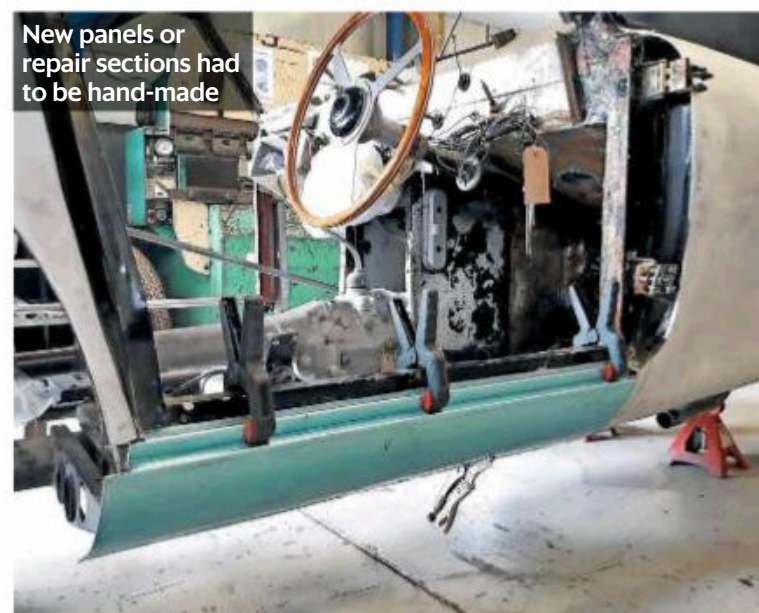
Kevin Shilling explains how Campbell's blue AC came back to life



Frame had rusted badly and needed replacement



Preservation was important, but new metal was inevitable in places



New panels or repair sections had to be hand-made



The AC's paint contains granules from Bluebird K7

ensure everything fitted properly as we went along. The mechanical parts were similarly assembled and constructed in units away from the car, so it could all be put together like a kit.'

Engine good, suspension less so

There was, at least, better news on the mechanical front. 'Thankfully, the engine didn't need completely rebuilding, just a partial stripdown, compression-testing, tappets checked, then reassembling, servicing and polishing,' says Paul Smith. It had only covered a mileage in the mid-50,000s and was in good order. Just as well - a leakdown test revealed no faults with the engine's cylinders or valves, if it had that would have pointed to bearings breaking up and the need for a total rebuild. And because of the way the valvegear works on a Bristol straight-six, a very complex engine for its time with pushrods coming up and across the cylinder head operating valves on the other side, they're a very expensive engine to rebuild, with costs well into the tens of thousands of pounds.'

However, the suspension was another story altogether. 'I measured the suspension geometry before I took anything apart, and the rear was found to be slightly out as the car was collapsing at the back,' says Paul.

'We X-rayed all of the wishbones to check for internal corrosion, showing up as rough edges or missing metal; they turned out to be safe to reuse, so we coated them with etch paint. It produced a convincing result and a period-looking finish too.'

'Aceca driveshafts have short stub axles, and the original taper has a long lug that's very susceptible to shearing. These were in danger of doing that, so we took the opportunity to re-engineer them with an internal and external tapered spline reprofiled for greater strength, which also locks to the hub. JSWL now manufacture, stock and sell these redesigned stub axle kits to AC owners on request.'

'As with everything on this car, we had to reuse as much original material as we could. The original dampers just needed overhauling, but the rear suspension mounts - which were badly corroded - proved to be slightly different to production Acecas, so we had to remanufacture our own replacements, and correct the rear geometry by machining the uprights. We used a better style of bronze bush in the suspension pivot - this car clearly had prototype bushings because production Acecas used rubber. As with so much of this restoration, we kept the original design, but improved materials where possible.'

'The rear axle was stripped down and crack-tested using fluid containing iron filings, that's then magnetised to see if anything is getting through the metal. The axle itself was fine, although new bearings were needed. We then checked the aluminium-casted Alfin brake drums for run-out and wear. They worked, but the fins were damaged where someone had tried to remove them with a hammer. I laser-welded the fins back into shape to preserve the units' originality.'

'Metal fatigue had led to cracks in the rear transverse leaf spring mountings, so this was rejigged to make sure it lined up, and new metal welded in where necessary. But with this car, we preserved everything we could.'

The inside story

Paul acknowledges that there's delamination around the windscreen on the finished car, an

High point
'Seeing it as a complete silver car in bare aluminium always looks amazing. It was almost a shame to paint it!'
Tim Paterson

unusual deterioration given the standard of work to be found throughout the rest of the restored car. However, because this prototype's roofline was lower than on production Acecas, it wears a different windscreen for which no replacements are available. 'It dates from around about the time the car was laid up, during 1967,' says Paul. 'Rather than producing an all-new windscreen, Kevin actually liked the slight delamination - the original windscreen the car had was smashed at some point in the Sixties, so this is the closest to original that we have.'

Having to remove the windscreen was a tense moment in the workshop. 'We took it out very carefully during the restoration, breaking away the sealant around the one-piece frame, making sure we kept the assembly together. Removing the glass from its surround would've been a one-way trip. Thankfully the Perspex rear screen was in very good condition and just needed polishing.'

Kevin was keen to keep things as original as possible, even at the expense of convenience at times. 'The wiring loom needed to be replaced, but otherwise the electrics are actually all-original, including the ignition system,' he explains. 'The fuel gauge is so erratic, we have to stop for petrol every 200 miles just in case. We had the chance to put a new one in at this stage, but I chose not to. When Donald Campbell had it, the gauge probably worked properly, but if it didn't and he had to make the same allowances as me; it's all part of the driving experience. It's the same with the steering wheel. It's not perfect - you can see that it's covered in scratches, but they might have been made by zips and buckles on Donald Campbell's clothes. When I hold that wheel, it gives me a special connection to him.'

Getting the rest of the interior back to how Campbell would have remembered it was entrusted to master trimmers Mike Thomas and Dave Strange. 'We had to strip it out and rebuild it completely,' says Dave. 'While we were doing this, we found a little bit of the original leather colour in between a pair of squabs which hadn't faded. It was a stock colour AC was using at the time, and thankfully Connolly still holds supplies of all their colours. Obviously it's not exactly the same - the dye was oil-based in those days rather than water-based as it is today - but it replicates what would have been there, and wasn't unlike the production Aceca seats, which made life easier.'

'In fact, it was so similar to the production car that we didn't know it was the prototype until we started working on it! The only real difference is that the woolcloth headlining is stuck straight to the roof, rather than suspended from it.'

'Working on the Campbell Aceca was made a lot easier by the fact that the previous Aceca we'd worked on - Ian Fleming's car, two years ago - was very original and just needed refurbishing rather than completely restoring. We used that as a bit of a template for this one.'

Black to blue

'Obviously the car was painted black when we started work on it, and bear in mind that all the period photographs of this car are black-and-white,' says Tim Paterson, 'but during the stripdown we found a bit of blue paint beneath one of the rear lights.'

'We asked Bill Smith, project leader on the Bluebird K7 restoration, what the colour-code would be for 'Bluebird blue' back in 1954. He said that the shade of used by Campbell

MY FAVOURITE TOOL



Flawfill dye penetrant spray

'We crack-detect metal parts in the way that the aircraft industry does, but first you have to find the weak points of various components,' explains Paul Smith. 'We have this liquid solution we cover these parts with, Rocol Flawfill dye penetrant spray, which contains iron filings. It's then magnetised to see if anything slips through the metal, so we know where to target the repair.'



Back in Campbell blue after JSW found traces of the colour behind a taillight



Wheel has been left as it was; think of who once clutched it



VPL 441 can tell tales of high-speed thrills

actually varied a lot depending on how much money he had to spend, but in 1954, he modified the hull of one of his Bluebirds, cutting holes in order to weld blisters on. When Bill removed them for restoration, he found some of that original paint.

‘Kevin agreed to donate to the Bluebird charity, and Bill arranged for an expert to examine K7’s paint and create a code. He was also kind enough to let us have some of the original paint flakes.’

Mark Flitney sprayed the car and explains, ‘The original Bluebird paint was given to us in a little box. We had to crush it up into a fine dust and incorporate it into the paint, so that the matched colour includes something from what may have been the same supply Campbell gave to AC when he had the car resprayed after the show. It’s had three coats followed by a clearcoat over the top, so you can’t see the granules now, but it’s good to know they’re in there.’

Reunited at last

‘I came down periodically to see how they were getting on, but the car was always in bits - I saw each part of the restoration in different stages,’ says Kevin Shilling. ‘And then I was invited to Gunhill Photographic Studios in Lewes by JSW, where they were doing some filming. They put a microphone on me to get my reaction, then pulled back a curtain, and there it was, all lit up.’

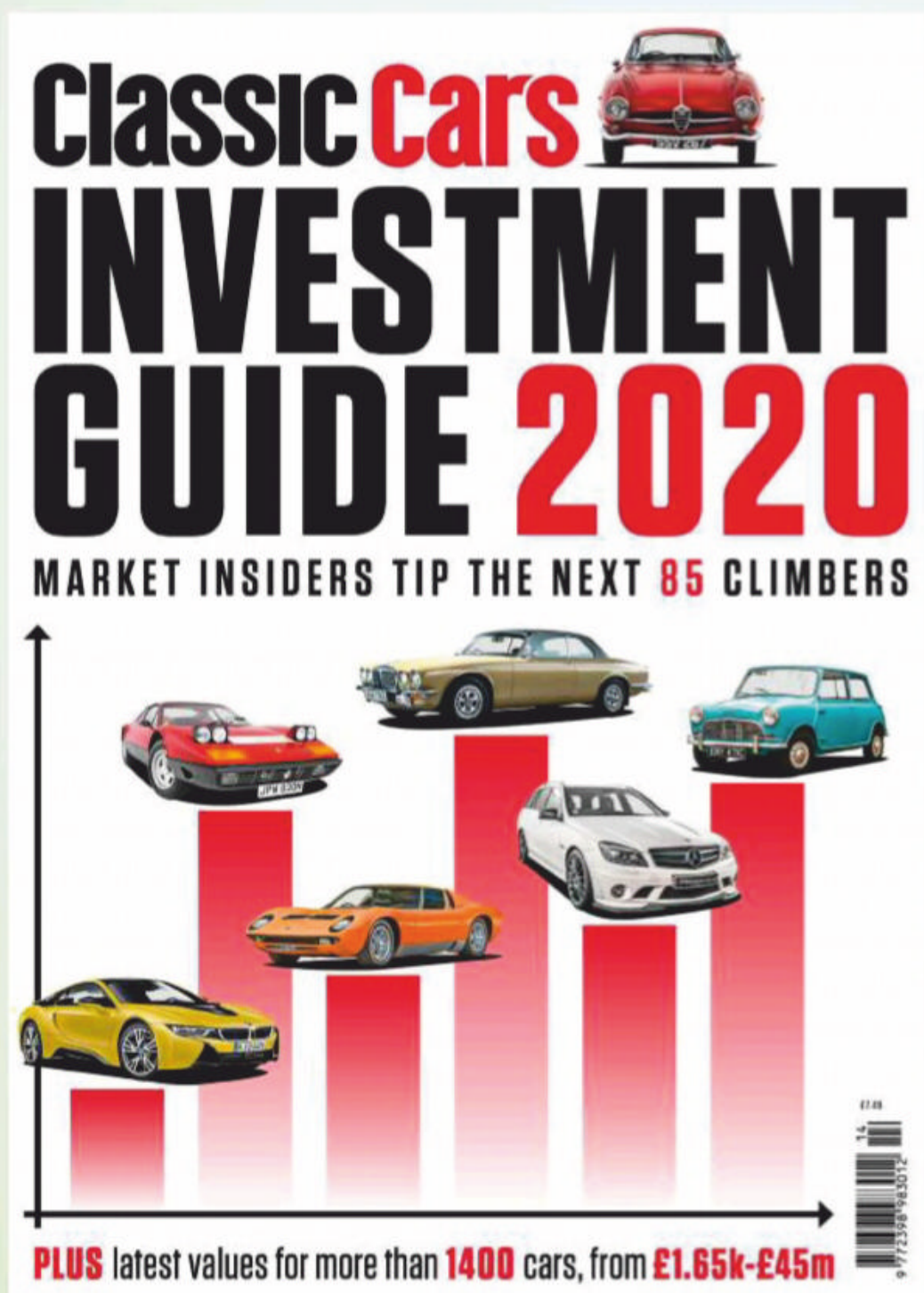
‘I was ecstatic, over the moon! I sat in the car, and suddenly got very emotional, thinking about how Donald Campbell sat here, and would have recognised this car as his. JSW could have chosen to restore the car very differently, but there’s so much history here, so many memories. When I drive this car, I tune in to

what might have happened in it, the conversations, the drives Campbell made in it. My understanding is that he had this car for two and a half years - the longest of any car in his possession. Even when the E-type came along, he had a different one every year because he covered a lot of miles. But this car must have been special to him, and I can see why. It has charisma.’

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by Classic Cars



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[Interview]

‘We once did 137 hours in a week. It was non-stop’

Apprentice Team Lotus engineer turned spanner supremo **Bob Sparshott** recounts being disarmed by Colin Chapman and bearing witness to Graham Hill’s unexpected humility

Words IVAN OSTROFF Photography ALEX TAPLEY

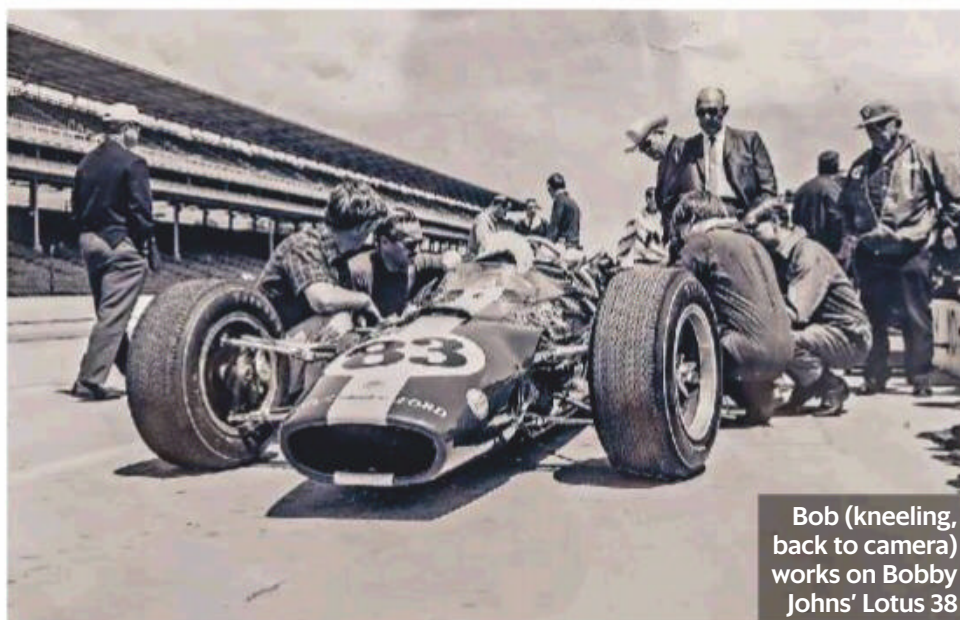
After Bob Sparshott finished his A-levels at Hatfield College of Technology, he was unsure what he wanted to do. Then, in April 1962, he went to Goodwood.

‘That was it, I was hooked. It was the F1 meeting when Moss had his crash but I knew that I just had to get involved. I wrote to all the racing teams for a job. Most said they needed experienced people, but a letter from Lotus said, “We can’t give you a job with the team but there is a vacancy with Lotus Components.” It was a way in and so I grabbed it. I got to know Bob Dance, who ran the engineering shop, so when a job came up at Panshanger servicing road cars, I got it.’

We used to give Lotus 7s their free first 500-mile service. You would not believe how some people built these cars, like fitting things upside down or using the wrong bolts. We also worked on Elites and ferried them between Panshanger and Cheshunt. Goodness knows how we never wrote them off, those SE Lotus Elites with twin Webers and hot cams, they were so quick.

One day in 1964 a slot came up with the Cortina racing team so Bob went to see team manager Ray Parsons. ‘He asked if I could weld, and I had to say no. He replied, “Well, you have no experience and you cannot weld, so you are of no use to me.”

‘I went off with my tail between my legs but I found someone to show me how to weld and worked at it until I became good. Six months later I went back to Ray and told him I could now weld. He said, “Right, well I don’t suppose you could explain the principles of a starter motor and an electric dynamo could you?” I gave him theory, chapter and verse, and could see he looked impressed.



‘That afternoon, Trevor Shand called and said, “You start with Team Lotus on Monday morning, you’ll need extra tools and measuring equipment, get them over the weekend.” I bought the tools on the Saturday and reported to chief mechanic Bob Dance on Monday as instructed.’

Dance explained that they were in the middle of a

Cortina test programme but every time they took a car for testing it got written off. Bob was to help build another car needed to get the test programme completed urgently. ‘That was the Monday, and I didn’t get back home until Wednesday. That was my first experience with Team Lotus. I was under that pressure for a few weeks - they didn’t pay any extra either, I worked more but earned less.

‘We were at Snetterton testing wheel hubs made of chilled cast iron but they were cracking after a few laps. We had almost finished for the day when the Old Man [Colin Chapman] asked to take the Cortina out for a couple of laps. We told him that the hubs were cracked but he felt sure they would last for a couple of laps. On the second lap the noise suddenly stopped and the car didn’t come back. We found Colin with the Cortina stuffed into the bank, boot lid open, fuel tank ruptured and the battery in the boot in the middle of all the fuel; luckily it had not ignited. Laughing his head off, Colin said, “You shouldn’t let me drive your cars” - then told us to build another one and buggered off home.

‘Jimmy Clark and Peter Arundel drove the Cortinas and when one of them was not available, Jack Sears or Sir John Whitmore drove. I was mechanic for them all. Whitmore was extremely quick and a hell of a character, Jack Sears was almost as quick as Jimmy and such a nice bloke.’



‘We were at Laguna Seca when we got the call from Indianapolis to say they had problems and two men were needed immediately. Bob Dance and I got on the first plane available. We arrived at the Airport near Indy at 9pm and were driven straight to the track. The boys were hard at it with bits of bloody car everywhere. I was asked to fabricate the heater piece that goes into the water system on each engine. I got stuck in and after a few hours it was done. We all went to get food, then an hour later we were off to bed. First thing in the morning we were up for breakfast and back to the garages again. May 1965 was just non-stop work, but that was when Jimmy won the Indy 500. That was my happiest moment at Lotus.

‘My favourite was always Jimmy Clark, if the car was right he would always deliver. He was ultra-sensitive about what the car was doing and Chapman was a genius at interpreting his input and knew exactly how to adjust the set up accordingly. Graham Hill, on the other hand, would change the car even before he ran it. After we set the car up with corner weights and anti-roll bar settings, he’d turn up in the morning and say, “Robert,” - he always called me Robert, with that slight lisp of his - “Robert, have you got a set-up sheet?” So I would give him the sheet and he would put a leg up on the front wheel, twiddle his moustache and say, “I reckon those front springs look a bit stiff and I’d like you to change them.”

‘Chapman thought it was a human weakness to want to stop and eat because he never did. Jack Sears’ wife used to bring us fruit cakes, which would be gone in seconds. At Milwaukee, while rebuilding a car onto a new chassis after an accident, we did 137 hours in a week. I was putting a windscreen in with Graham Clow. He was inside the car with a spanner on the bolts when I realised the nuts were just turning round and round. Graham had fallen asleep. Next thing I knew, so had I. When we sent our gearbox man out for some food in our rental car, he put it into drive and then fell asleep. The car moved a few feet forward before bumping into a tree; he was so tired that he stayed asleep, his foot still on the accelerator with the wheels spinning, going nowhere.

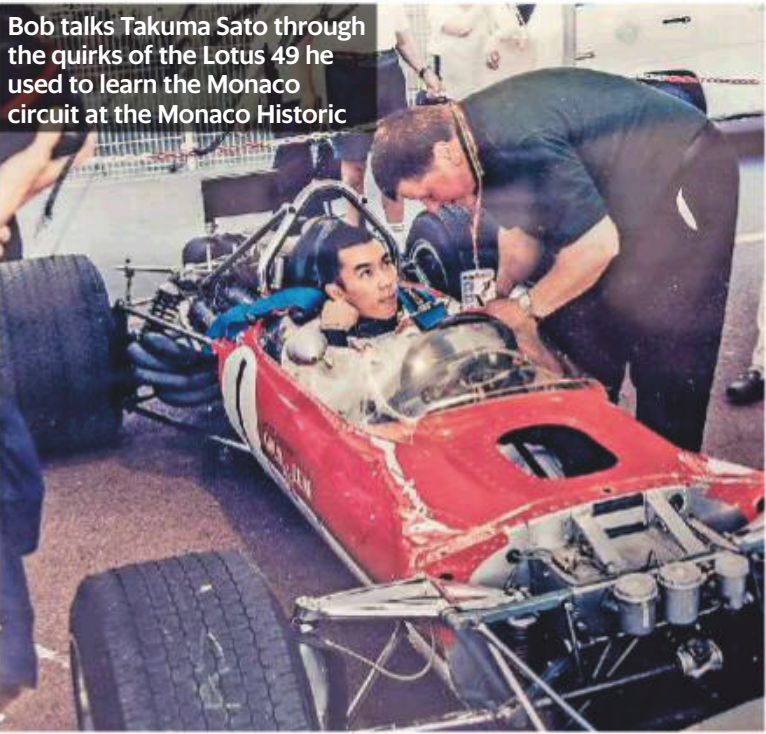
‘They bundled us all off to the nick. Graham Hill came and got us out’

‘Bob Dance was always up to mischief. One evening at Rouen, we all went out for a drink. Bob pointed to a street sign and said, “You know, I reckon we could bend that.” So we all climbed up it and pulled the thing back until it was horizontal. Suddenly, the Gendarmes arrived with dogs. They bundled all six of us off to the nick for the night until Graham Hill came and got us out. He was a good’un and always gave us guys fifty quid from his winnings.

‘My favourite circuit was the Nordschleife. Graham Hill drove around it in a hire car totally overloaded with all us mechanics piled in. He said, ‘OK, someone will have to work the gears while I do the steering.’ He then showed us where he would be on the track in an F1 car in order to be in the right position for the next corner. So, he’s driving one hand and sliding this bloody Opel so the tyres were almost coming off their rims, and says, “Now, you’ve got to remember, when you go over that brow, the road goes off to the left, but don’t mistake it with another one further on, where the road goes off the other way. You’ve got to get it right.”

‘When Jimmy Clark was killed, we weren’t sure if the Team would carry on because Chapman just disappeared. No-one could contact him, so Jim Endruweit assumed control and we went off to Spain. Then we heard that Mike Spence had been killed testing at Indy; we were sure that would put the lid on it, but still heard nothing so carried on. Morale was rock bottom but Graham Hill was fantastic. After practice he said, “Lads, I know it is unprecedented the night before a race but Bette and I are taking you all to a Flamenco restaurant for a good meal and a drink tonight. The following day he

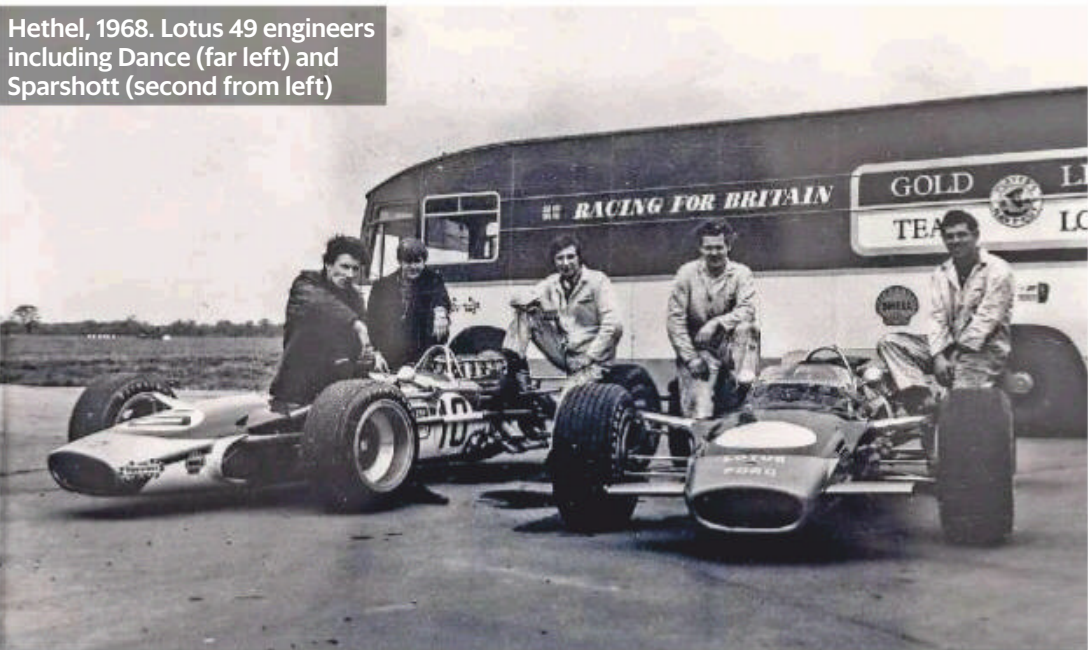
Bob talks Takuma Sato through the quirks of the Lotus 49 he used to learn the Monaco circuit at the Monaco Historic



Sparshott and Dance (background, facing camera) look on as Chapman, Dale Porteus and David Simms (foreground) work on Jackie Oliver's 49B at the Nürburgring, 1968



Hethel, 1968. Lotus 49 engineers including Dance (far left) and Sparshott (second from left)



Clark guides his Cortina into Bottom Bend (now the Graham Hill Bend) at Brands Hatch, 1965

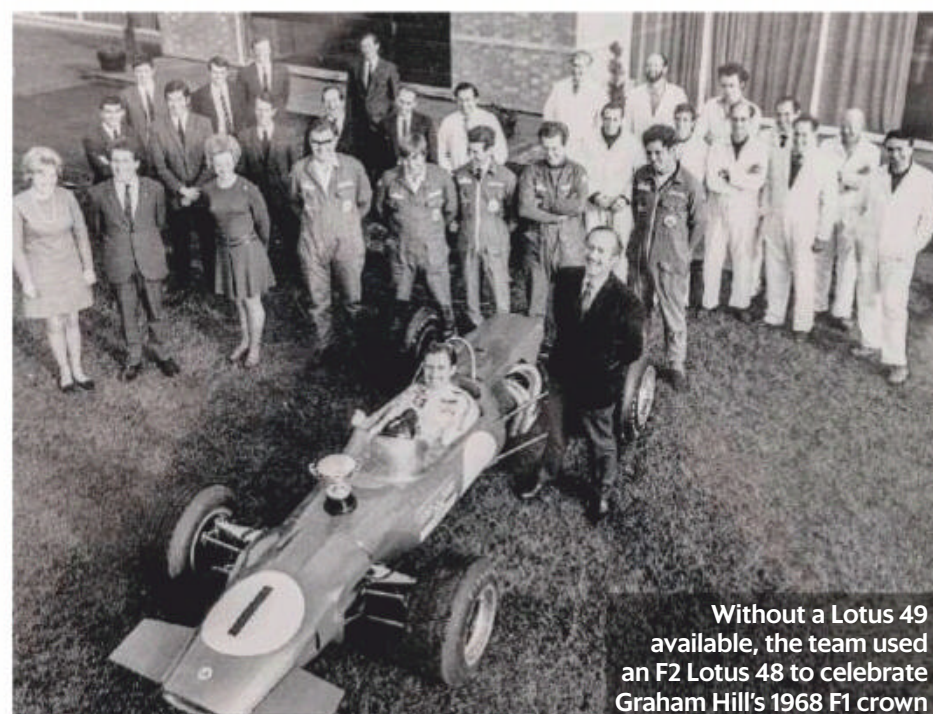
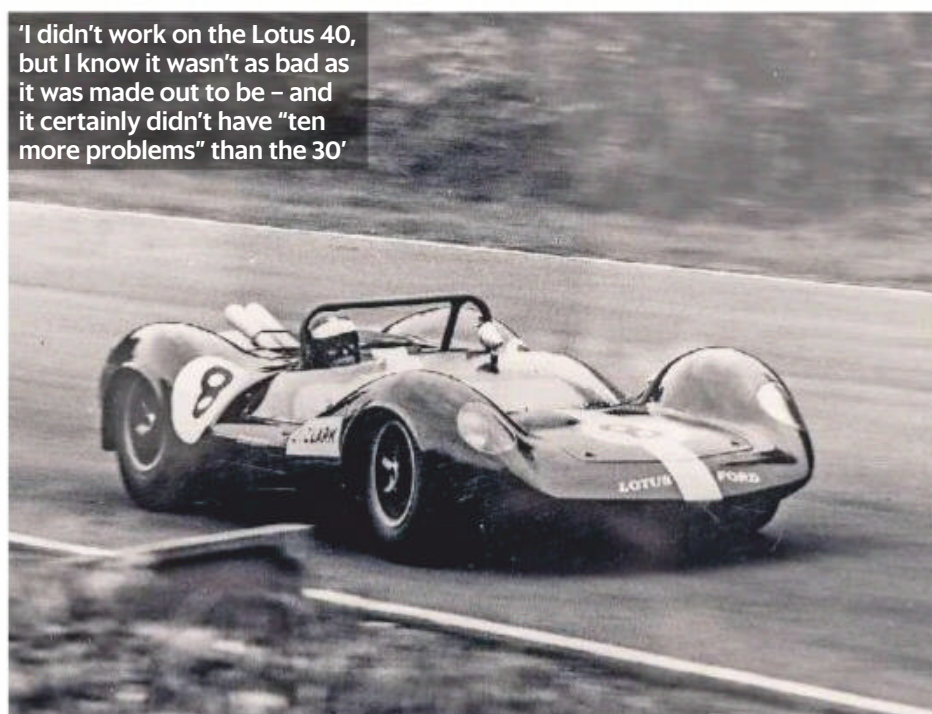


Jim Clark (black bonnet tape) leads Jack Sears at the Brands Hatch Race of Champions meeting, 1965





'I didn't work on the Lotus 40, but I know it wasn't as bad as it was made out to be – and it certainly didn't have "ten more problems" than the 30'



Without a Lotus 49 available, the team used an F2 Lotus 48 to celebrate Graham Hill's 1968 F1 crown

won and it was a real morale boost yet we'd still heard nothing from Chapman. We'd brought the prototype 49B with the wedge tail with us but were told not to run it because the Old Man had not seen it.

'At Monaco, we had it under wraps but there was still no sign. After first practice we went back to our hired garage. In the evening Chapman came breezing in, told Bob Dance to take the cover off the 49B then dictated two pages of things to alter overnight so the car could run the next day. It was 9pm and I blew a gasket. But Chapman put his arm around me like a father and said, "Now what's the matter Bob?" I said, "It's ridiculous, we've been carrying this car around for two race meetings and you suddenly want us to run it. We're not ready." But Chapman could talk the birds off the trees, he gave me a pep talk about keeping in front of the opposition and suddenly I was fine. So we worked all night.

'The 49B went well at practice then back to the garage that night, we had to strip it down and check everything by working through the night yet again. Hill won, but Oliver crashed his 49, so after the celebrations we had to load up Graham's car and then manhandle Oliver's car onto the truck. After a meal at the hotel, Colin phoned. He said, "I want the driveshafts stripped off Graham's 49B and washed out, put in bags, labelled and delivered to my hotel. Tomorrow I'm taking them to Indianapolis because we need to know how they stood up in the race." We couldn't get

the car off the transporter with Oliver's crashed car in the way, so we had to remove them in situ. Getting those driveshafts off with the car sat on the transporter was hell and took hours.

'At the end of the season, there were three races on the trot without coming home – Canada, America and Mexico. At Mont-Tremblant, Graham was running second when he pitted, complaining about handling. The top engine mounts had failed and the engine was moving relative to the chassis. Chapman said, "Graham, you have a problem so just don't push it," and sent him back out with nine laps left. He'd dropped back to sixth and Graham held that place. I was so relieved, I was worried he might be killed.

'Once we got to Watkins Glen, we stripped the cars down and modified the engine mounts. Then we did engine changes on all cars and changed all the driveshafts. Once again, we worked all night long. When Graham arrived in the morning, he saw we were knackered and asked if he could help. Bob Dance told him the only thing left to do was to polish the cars. Graham set about polishing them and then went racing and came second.

'Chapman used to say to us, "When you think that you've given your all, you're about halfway there." Those words have stood me in good stead throughout the rest of my life.

'Looking back, we were under-resourced and under-manned but would I change anything? Nah, not really.'

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[Life Cycle]

The life story of a BMW M3 Evo II

Converted to RHD, later robbed of parts in Cyprus then embroiled in an epic 13-year legal wrangle and a frustrating Danish resurrection, this E30 M3 is now ready to begin a new chapter in its rollercoaster life

Words ROSS ALKUREISHI Photography JONATHAN JACOB

August 1988 - Christos Spyrou decides to buy a 911

'I'd owned an Alpina C1 since 1981, but the E30 M3's release saw it age overnight,' says Christos Spyrou. 'Born with Erb's Palsy I was physically unable to drive a left-hand-drive car so I wrote to BMW about producing a one-off, but the answer was no.'

'I reluctantly decided to move from Munich to Stuttgart, and order a Porsche 911. On the way to the dealer I stopped to buy some cigarettes and saw an advert in CAR magazine for a Huddersfield-based company offering right-hand-drive M3 conversions.'

Just 90 minutes later Christos was outside Autobahn's premises. 'There was a brace of Ferraris and a trio of M3s. Of the BMWs I couldn't help notice that one was more ominous looking. Informed that this Macau Blue example was one of only 500 Evolution models, I had to have one.'

Easier said than done, because all UK Evos had been allocated. Christos nipped out to his C1 for the owner's service booklet. 'At the rear was a complete alphabetical listing of all European BMW dealers. Turning to the German ones I picked up the telephone and started with the letter A, for Aachen...' By M, he'd had become accustomed to the same dispiriting

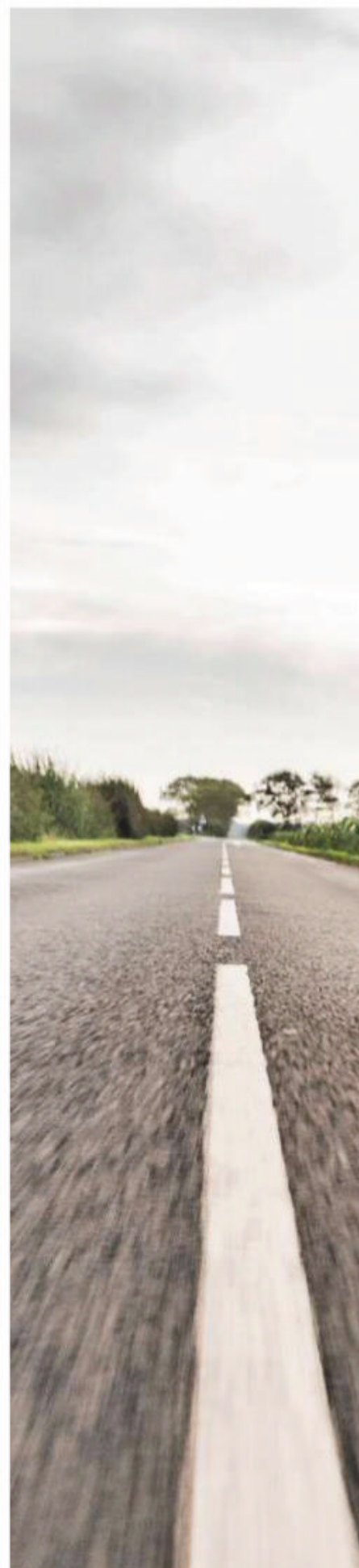
answer, 'Sorry all Evos are sold.' Then a receptionist *fräulein* noted the disappointment in his voice.

'I can't remember her name or which Munich dealership it was, but she said, "I have an idea, my fiancé works for BMW Motorsport and he's in Italy; I'll call him and phone you back." She did, with good and bad news. The good, "There are currently three Evos at a press launch in Italy, one of each three colours, and my fiancé says one is available." The bad, "No choice of colour or options, only the Misano Red is available." As a lifelong Liverpool FC fan, my heartbeat redlined.'

Better still, it was an official UK car. Christos called the sales manager at Specialist Cars BMW, Tring, quickly agreeing a £1000 deposit. 'The sales manager asked, "How the hell do you know about it, it hasn't even been delivered let alone advertised?" That weekend I signed a deal for £38,000, with the car to be delivered free of charge. Later we went for a test drive, I drove and he shifted the gears - a mile is all I lasted. It was freaky not having control of the gearstick.'

With a two-week window until Autobahn could start work, Christos permitted his friend Phillip Jones, of Halliwell Jones BMW Southport, to display it in its showroom to lure punters inside.

1988: awaiting its right-hand-drive conversion, Christos' M3 is lent to a dealer to use as bait





1988: back from Huddersfield after the rhd conversion. Note the Sony RMX2 remote CD disc changer on its swan neck holder



1990: Le Mans-style start for Christos in Switzerland



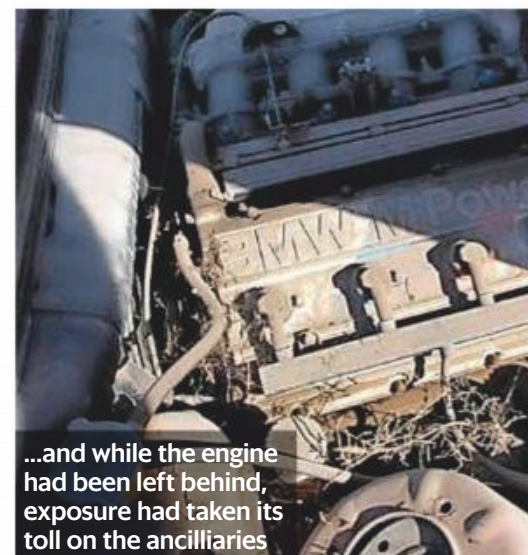
Christos finally gets to experience the M3 in full attack mode again



2005: as Christos discovered Fräulein when he arrived in Limassol...



...where it had been stripped of most of its M3 components, including bumpers...



...and while the engine had been left behind, exposure had taken its toll on the ancillaries

You can see why the M3's distinctive aerodynamic package was so tempting to ne'er-do-wells



Christos and Ross discuss the underlying mechanics of the RHD conversion



2018: freshly rebuilt engine now sports a bespoke carbonfibre plenum chamber



‘The conversion cost £5000 including the retrofitting of an OEM aircon unit, and required a new dashboard, carpets, steering rack and for the exhaust manifold to be adapted, adding 0.5 to 1in depending on which pipe for more of a sweep to allow the steering column to pass through. The M3 bulkhead is a standard E30 pressing so the RHD hole was present, but they had to manufacture and fit secure mounting points for the pedals.’

His tenacity had paid off; Christos was now the proud owner of a right-hand-drive BMW M3 Evo II.

He used it as a family car for two years, but also ventured onto the track. ‘At Cadwell Park, a 5 Series came off badly in front of me; I can remember thinking, “It’s not so good this track thing, it’s a bit dangerous.” I decided the best thing was to take it to Cyprus where I holidayed each year; it’d keep down the mileage - then at 11,000 - and remove temptation. Plus the climate would be kinder to the car.’

Meeting up in Switzerland with a Mercedes-Benz 190E Cosworth-owning fellow Greek Cypriot, Christos recalls jousting down to Cyprus. ‘It was one of the best drives of my life. The BMW was the king of the road there - nobody desired a Merc because they were taxis. I was proud to have the only E30 M3 Evo II on the island, and people were like bees around it. In July 1992 I pulled into Forest Park Hotel car park in

‘I was allowed to piggyback the presidential cavalcade – outriders, 7 Series, and this little red M3 bringing up the rear’

the Troodos Mountains, only to be told where to park. The guy was suited, wearing shades and his request was more an aggressive order. I asked, “Why, is the President coming?” It turns out, he was!’

Called ‘The pimp with the foreign BMW’ by another secret service man, Christos then bonded with one called Andrea - a BMW connoisseur. ‘He knew exactly what my car was, so I let him take her for an early-morning blast. In return he allowed me to piggyback the presidential cavalcade back to the capital. I’ll never forget it - outriders, BMW 7 Series, Mitsubishi Patrols and then, bringing up the rear, this little red Bimmer with its hazards flashing. I didn’t stop once.’

Turns out Christos didn’t have the only Evo II in Cyprus after all. ‘One day, a BMW motorbike screeched to a halt and a six-foot-something bloke got off; bald on top with a huge ponytail, massive crucifix, leather waistcoat, jeans, leather chaps and a big hairy chest, he walks around my car, and asks, “Is this yours? Quickly adding, “I have exactly the same car.”’

‘Two days later I arrive at his flat; there’s no wallpaper or paint, just multiple religious icons covering the walls. He starts talking God, explaining how he sold a successful bridal business in London and returned to Cyprus to give the church back to the people. I thought “What the...” and attempted to bring the conversation back to the car, asking him, “So do you really have an Evo?”’

He certainly did. ‘In his garage was F888 OXN - identical, save for the electronic damper control option and no sunroof. What are the odds? He then explained his choice of registration - “Eight, it’s God’s number - I am the Alpha and the Omega,” - and what he believed BMW stood for: some archaic Greek for the father, the son and the holy spirit. He also claimed the BMW logo was “the sign of the cross”, and that the three in M3 denoted the Holy Trinity. “That’s God’s car,” he said.’

Later, an E30 came up behind Christos flashing its headlights. ‘It pulls up beside, and the guy says, “Oh sorry, I thought you were The Prophet.” The media had christened him that because he was breaking down doors to churches and monasteries. ‘Coincidentally, if you Google “God’s Chariot” today you’ll get references to the E30 M3. That guy was way ahead of the game.’

Christos used a storage company with indoor facilities between 1991 and 2004, enjoying the M3 whenever visiting his parents - with mileage rising to 28k. ‘I received notice that it planned to close, and moved it to another recommended company. Returning in late 2005, I discovered the building was now a warehouse for a fruit importing company.’

Given a forwarding address, Christos arrived at the company’s new offices - but his car couldn’t be found on its system. ‘When my file was eventually found there was a note that the CEO wanted to see me. “Mr

Spyrou, I have good news and bad news,” he said. “The bad - there was a break-in at our premises and your car was singled out, they stole some parts. The good - don’t worry, it’s insured.” When I saw the level of destruction and the number of parts stolen I was devastated. And from the condition of the remains it had obviously been parked outside.’

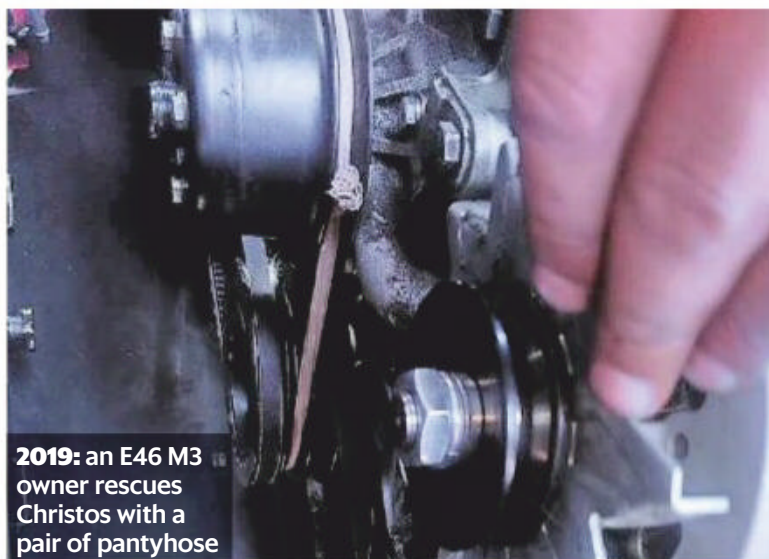
Christos was handed a cheque for £520 and informed that it was the settlement figure for the stolen parts. ‘I asked to see the insurance report. I was told the insurance assessor hadn’t attended; instead, a police officer had written a Mickey Mouse list - no wonder the company’s CEO was happy to pay that sum. When I asked for the officer’s name, he shouted, “I don’t like you, get out!” In the end I sent my own loss assessor, who quoted €23,000 to repair the car as seen.’

It took 11 years for the case to reach court. ‘There the CEO produced an official-looking stamped affidavit, with my signature giving my permission for my car to be moved to any of his open storage facilities. I’d never seen it before and pointed out that the ink on it was shiny, rather than dulled like the other identically dated and signed paperwork. The judge refused to allow it to be entered as evidence. His lawyer reached out a hand requesting the return of the paperwork, but I could see she wasn’t listening and she said, “I’ll keep hold of this, I shall examine it in due course.”’

With the CEO’s cross-examination date approaching, Christos received phone call after phone call from the CEO personally seeking an out-of-court settlement; first offering €5k, then €8k, then €12k. Eventually, a settlement was reached in the judge’s chambers. ‘On leaving, the CEO said to me, “Let’s keep the settlement figure between us. If anyone in Limassol finds out how much I paid you, I’ll be a laughing stock.”’



Ross and Christos discuss the E30 M3's peculiar bootlid aerodynamics



2019: an E46 M3 owner rescues Christos with a pair of pantyhose



2019: the German mechanic who arrived at the autobahn services to fix it



F777 finally restored to its former glory, its tumultuous past put to bed



Heart of the beast: Christos reckons the addition of red silicon hoses equate to arteries pumping blood



2019: Christos's son Nico experiences the handover ritual



'Sadly, unbeknown to me at the time, I then made another bad decision. I chose a Danish specialist to restore the Evo, and had it shipped there in a container in November 2017. I was quoted £40k-£45k, and transferred approximately £20k to begin work,' explains Christos. 'I made it clear this wasn't to be an open-chequebook restoration, but every time I asked the project manager for a breakdown there always was an excuse. The last time I visited to inspect the restoration was in October 2018 just after the bodysheet had been painted, and the engine rebuilt.'

Christos suspected something was amiss when after transferring €51k - in addition to £11k-worth of parts he independently sourced and sent to Denmark - he was informed the costs had risen by another €37k. 'I thought this is getting expensive. My requests for a detailed breakdown went unanswered and I resorted to instructing a lawyer to pressure them into supplying timesheets; they were a work of fiction. I'd been billed for 610 hours of labour, excluding paint, powder coatings and aqua cleaning. Re-fitting the stereo was down as taking a week - €2200+VAT - and the car still wasn't finished. I demanded they immediately cease all work. I arrived in Denmark mid-September to arrange transport and to inform them I'd see them in court for them to explain their invoices.'

Arriving at the specialist, he discovered his car had been finished without his authority. 'It caught me unawares; obviously the moment the finished car was uncovered I was impressed.' That impression lasted just 158 miles into Germany, when the fanbelt snapped. 'A guy in an E46 M3 stopped and had a pair of tights amongst his emergency kit, which got me off the autobahn.'

I spent an evening at the services, before a mechanic identified that a missing 5mm spacer had caused the belt to rub against a bolt.'

That sloppiness was further evident when he got the car to Barry Sheward at BMR Performance, Crawley. Along with Francisco Ribeiro dos Santos at RS Garage in Portugal and Nigel Mosseley at Mosseley Motorsport, Telford, Barry had followed the restoration via social media and had given Christos continuous advice in the latter stages by evaluating the progress pictures from the restorers that he had forwarded to them.

'When it arrived at BMR, the fuel tank was leaking, the heater did not function, bolts hadn't been put on or had fallen off, 31-year old rubber fuel hoses had been re-used, the steering rack swapped to a quicker Z3 unit but they hadn't bothered with the stops, underseal hadn't been applied where the jack plates had been and best of all, the stereo amplifier and CD autochanger had been left un-fitted on the boot floor. It required a further three days and another £1500 to rectify these issues.'

He says despite the difficulties, the restoration process hasn't left him cynical. 'No, I don't like what they did. I was led to believe they were professional restorers, and they are anything but; all that's beautiful about the car was outsourced or is new. You also have to remember the car had no rust on it so

didn't require any major welding. But at the end of the day I now have a brand-new E30 M3 to cherish.'

Having driven home, via the original showroom in Tring, Christos decided on a name change from Fräulein - after the matchmaking dealer receptionist - to Aretê. 'It's a classical Greek word meaning excellence or virtue. The aretê of something is the highest functioning excellence it can reach.'

Says Christos's son Nico, 'A new Mini/BMW showroom had opened at Trafford, and my wife Holly made me think it was my idea to go.' At Williams BMW, salesperson AJ welcomed them. 'She asked if we'd like to go on a tour of the premises.'

After viewing the latest BMW M4, conversation turned to classics. 'We discussed my dad's car. I mentioned that the family was very excited to get it back. We'd now reached the "Handover Room", where customers can view and pick up their car in private. It was set up for a collection.'

AJ asked if they'd like to see what it's like when they presented a car to a customer. 'The lights slowly dimmed, with atmospheric music building up; I thought, "This is very cool. If ever I have enough money to buy a new car..."' The next thing the dark opaque glass screen became transparent and there was an Evo II. I honestly thought it was a video screen.

'My abiding memory of the car was sitting in my child seat listening to Paul Simon's *Graceland* as my father drove'

Then my dad slowly pops out from behind it with the keys in his hand, Holly started crying and I lost it.'

22 October 2019 - Christos hands over the keys

'When I climbed into the driver's seat and turned on the ignition, Paul Simon's *Graceland* flooded the cabin,' says Nico. 'It was very emotional - during the restoration I'd accompanied my father on a trip to Denmark and explained to him that my abiding memory was sitting in my child seat listening to that as he drove. In the handover booth we sat in the car reminiscing for 45 minutes. It really was the perfect way to pass it down.'

'I'm very, very thankful and so proud to be the owner of my dad's car. I know many avid car enthusiasts that would walk over hot coals for an opportunity like this. I'm so glad he kept it, and that I can now take its legacy on - although hopefully the story I give it won't be quite as up and down.'

Both indicate the car's future will be one of shared track days and European road trip adventures. 'Fingers crossed one day, after I've enjoyed it, I can then hand it over to my own son or daughter,' says Nico.

Christos adds, 'I have to thank the thieves and the guy I took to court, because if it wasn't for them then I would've sold it. It wouldn't have 28k on the clock, and I wouldn't have given it to my son. I'm a great believer in karma.'

Thanks to Williams BMW (williamsgroup.co.uk)

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Seven steps to buying a

Merc SL (R129)

With a dip in prices, now's a great time to buy top-down luxury

Words RICHARD DREDGE Photography JOHN COLLEY

Style, build quality, performance, high-tech equipment, comfort and practicality thanks to a decently-sized boot make the R129 Mercedes SL an attractive proposition. Buying one requires care, however - neglected cars are not unusual and seemingly small problems can end up costing a lot of money to fix, while some SLs on the market have been for sale for a long time because their sellers haven't accepted that values have dipped.

This guide draws on the expertise of R129 specialists Edward Hall (edward-hall.co.uk), Oliver Stoner of Turnbull & Oliver (usedmercedesbenz-sales.co.uk) and Charles Ironside (charlesironside.co.uk).

Which one to choose?

- **1989:** R129 launched in 300SL and 300SL-24 (24-valve) straight six, and 500SL V8 forms.
- **1992:** 600SL arrived with a 6.0-litre V12.
- **1993:** 2.8 and 3.2-litre straight sixes in 280SL and 320SL replace 3.0. SL switched from suffix to prefix.

[What to pay]

► £2000-£4000

Tatty cars that need work (money pits).

► £5000-£12,000

Good straight-six cars (300SL-24, 280SL, 320SL up to 1998).

► £8k-£10k

Nice V6s (SL280, later SL320). Exceptional examples can fetch £25k.

► £12,000-£15,000

A decent SL500; superb examples are up to £20,000, but the best are worth £30,000-£35,000.

► **From £20,000** A worthwhile SL600, but superb ones are £35,000. The SL600 ceiling is £40,000
 ► **£40-50k** We're talking excellent SL60 AMG at this level.
 SL73s £150k-£200k.

► **1995:** 525bhp 7.3-litre SL73 AMG introduced; 85 built. SL320 and SL500 Limited Edition with red and black leather trim plus silver paint; 40 made. Five-speed auto replaced four-speed in the SL500 and SL600.

► **1996:** facelift with revised dash, new headlights (xenon optional) and grille, reprofiled bumpers, new wheels, panoramic roof option, updated interior and ESP for some models. SL280 and SL320 four-speed auto superseded by five-speed. SL60 AMG introduced with 376bhp 6.0-litre V8; 49 rhd cars made (fakes exist).

► **1998:** more efficient 2.8 and 3.2-litre M112 V6 engines replace M104 straight sixes. Three-valve 4966cc M113 replaces quad-cam, four-valve 4973cc M119 in SL500. SL320 Anniversary model has grey leather trim, xenon headlights and blue soft top.

► **2001:** 50 each of runout SL280 and SL320 Alanite and Almandine cars, 100 rhd SL500 Silver Arrows built.

Bodywork and structure Front inner wings corrode, particularly on later cars, while rust can form under the battery tray on any SL; budget £400 to fix these. Neglected cars can end up only good for breaking once their boot floors, sills, suspension and rear subframes

'Some SLs have been for sale for a long time, because sellers haven't accepted that values have dipped'



have corroded badly enough, so insist on seeing a prospective purchase from underneath before buying.

The bonnet and radiator grille are prone to stone chips, as are the flared wheelarches; a front-end respray is common and a new grille costs £450. Front wings can rust badly, especially where they meet the bumper. Original wings are available; they're bolted on and fit superbly, costing £300 apiece. Check the plastic bumpers for cracks from parking damage which can sometimes be repaired; otherwise budget £1000-£1200 for a new bumper, fitted and painted.

Roof Check that the electric folding soft top raises and stows smoothly; jump-starting can damage the control module and replacements are £1200. Look for evidence of hydraulic leaks by the sun visors and around the rams in the boot - faults can be hard to fix. Repairs can run to £2500 if everything needs doing, but £300-£500 is more likely; be wary of Japanese imports that have suffered from the hot climate. The plastic windows in the soft-top crack but they can be replaced for £600; an OE-quality replacement roof costs £1200 fitted (companies worth looking at for

supplying hoods include *cabrio.de*, *prestigeautotrim.com*, *carhood.com* and *sls-hh-shop.de*.

An aluminium hard top was standard and there was a wind deflector from 1993. If a pillar base is corroded, budget £300 per side to repair it. The panoramic roof offered from 1995 with a smoked glass panel covering the entire roof is desirable, but much heavier. The seal arrangement changed in September 1995, so hardtops made either side of that date aren't interchangeable.

Engine These are durable if maintained, but minor oil leaks (usually cheaply and easily fixed) aren't unusual, especially with the M104 straight-six which can suffer from head gasket failure; budget £1000 to fix this.

The M113 and M119 V8s in the SL500 are long-lived but head gaskets can fail in straight sixes at about 100k miles, a £1500 fix. Check for oil in the coolant reservoir or leaking oil down the sides of the cylinder block. Parts are hard to find for the Bosch KE-Jetronic fuel injection on the early M104 engine (in the 300SL) and it can be hard to make this powerplant run properly.

'Early SLs (1989-92) use KE-Jetronic and do not have wiring harness problems,' says Edward Hall. 'But cars

The R129 bathes in the halo of Mercedes' reputation for high-end engineering and resolute build quality and can make a true practical classic



All SLs have leather trim, but the upholstery on pre-1997 cars like this 1990 300SL tends to be more hard-wearing

'These cars really are suitable for regular use without costing a fortune to run'



built between late 1992 to early 1996 often require a replacement top loom, throttle body rewire and lower loom. We get the looms remanufactured and charge £1500 to replace all three on a six- or eight-cylinder car. V12s often need new MAF [Mass Air Flow] looms too, plus two throttle bodies, adding up to over £2000.'

Early M119 V8s can misfire because of moisture building up in the distributor cap, so it's worth replacing the cap and its seals plus the rotor arm every couple of years. Direct ignition was adopted in 1996 (for the 1997 model year), dispensing with the distributor.

The V12 in the SL600 is superb, but running costs are steep, the dynamics are spoiled by the extra weight and it offers no usable extra performance over the SL500. A lack of use combined with internal corrosion from infrequent coolant changes can lead to corrosion then failure of the head gasket, a £6k-£8k repair. More likely are oil leaks from the upper timing chain covers (a £600 fix), while engines can be destroyed by loom failure leading to rich running and bore washing. A decent used M120 costs £3k; allow £6k including fitting.

Transmission Only a few SLs had manual gearboxes. The vast majority are autos; some early cars got a four-speed unit, others have a hydraulically actuated

five-speeder, given away by its E and S switchable modes. This is a reasonably strong gearbox but it can fail, leading to an occasional loss of drive, and when it does it costs £3000-£4000 to fix. The electronically controlled five-speeder fitted from 1996 is much slicker and tougher; it's given away by the W and S switchable modes. This transmission (known as the 722.6) can suffer from oil leaks from the electrical connector at the front, and speed sensor plate failure that puts the gearbox into limp mode, but each problem can be fixed for £200-£300. These gearboxes need fluid changes at least every 60,000 miles.

Hard-driven cars can suffer from a worn back axle, so listen for whining. A decent used axle costs £800, with exchange rebuilt items more like double that.

Steering, suspension & brakes The most likely steering issue is with tired track rod ends which have inner and outer joints; allow £100 per side to fix things. Drag links wear (£300-£400 to renew) as do steering idlers (£250 to replace) while the steering box can wear but play can normally be adjusted out.

Knocking from the front suspension betrays worn top mounts; replacements cost £250 each, fitted. Front lower ball joints wear (budget £150 per side) while the



You can have a V8 or a V12, but straight sixes like this one offer the most affordable running costs



suspension bushes can perish. Luckily, it's rare to have to replace all eight at the front and 24 at the back.

Be wary of cars with the electronically controlled ADS (Adaptive Damping System), standard on the SL600 but optional on other models. It transforms the ride but few owners chose it because it was £4000 - which is what it typically costs to fix if it goes wrong. You can convert to standard suspension for around £2000.

Interior and electrics All SLs came with hard-wearing leather trim, but electrics can be problematic. A failed xenon light costs £500-£1000 to fix, while repairing a seized wiper motor can cost £700. Air-con condensers and compressors can fail (typical repair bill £1k-£2k) as can early push-button climate-control panels (£500).

Early cars got a single-button key which is reliable but can be replaced for £250. Later cars got a three-button key which is more troublesome and replacements aren't available. The central locking works via electronic solenoids and pneumatic pipes, which leak. Locating the problem and fixing it can take ages, with a £1000 bill not uncommon.

Post-1997 SLs look nicer, but don't generally wear as well; the SL got Nappa leather which looks plush, but the hide on earlier cars is significantly tougher.

If you buy well, the R129 can be good value to run. But parts can be costly - a new bumper is £1k-plus, fitted and painted

[Owning an R129 Mercedes SL]



David Beard, Vale of Glamorgan

In 2005 David Beard bought the 1990 300SL in the pictures, having set out to buy a Triumph TR6. He says, 'I wanted a two-seater convertible and I had no preconceived ideas of what it should be. When I realised the SL was within my budget, I looked closer. The Mercedes has proved to be a very good buy because it's superbly made and a brilliant cruiser, but if I were buying again I'd have a car with air-con.'

'So far all I've had to do is fit a new roof which cost £1200. Running costs are very low; I do all of the maintenance myself and I've just paid £11.50 for a pair of rear brake discs, delivered; the front discs were £80 for two. The car clocks up 1500 or so summer miles each year, which costs me under £200 for servicing - cracking value.'



Mike Stone, Surrey

'I bought my 1999 280SL V6 nine years ago; it has plenty of performance and I've taken the car from 69,000 miles to 128,000. It gives me constant joy and I can't see myself ever selling it.'

'I've had just two problems: a failed crankshaft sensor that cost £150 to fix and a failed gearbox costing £2500. But for an everyday car it's superb, with running costs very manageable. In the time that I've owned my car I've averaged about £600 a year on maintenance, using a local independent Mercedes specialist. My car is never garaged and rust isn't a problem, so these cars really are suitable for regular use without costing a fortune to run.'



Peter Sherratt, Lancashire

'I bought my 1992 SL500 five years ago with 60,000 miles on the clock; it's now done 85,000 with at least one European trip each year. I wanted a convertible and with long tours on the cards I needed a cruiser. I saw an R129 and thought how modern and stylish it looked - these are timeless cars. It's also usable all-year round if you fit the hard top in the winter.'

'I wanted a V8 and looked at a V12, then realised the SL500 was plenty quick enough and would be cheaper to run. The car I bought needed some tidying; the biggest problem has been with leaking hydraulic roof cylinders, but the set-up is over-engineered, as is the whole car.'

'I do my own maintenance and so far it's needed just fresh tyres, a new set of seals for the roof cylinders plus routine service parts. I've averaged just £300-£400 per year on maintenance - peanuts for such a wonderful car.'

[Sponsored by Carole Nash Insurance]



Says Peter McIlvenny of specialist classic car insurer Carole Nash, 'It's surprising a Mercedes that can boast Princess Diana as a former owner doesn't command higher values, probably partly because of the high build quality causing a lack of rarity. We have only seen enquiries for these cars in the last few years; in that time we've seen values vary widely. Look out for cheap body repairs and non-functioning electrics. The right spec and a full service history are a must; paying a little more now could save you a lot more in the future. In terms of values moving forward it is hard to say but do you know of a cherished classic Mercedes roadster whose value has fallen? Buy now, enjoy, and watch your investment grow.'

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1995 Mercedes SL500 - £9995 ono

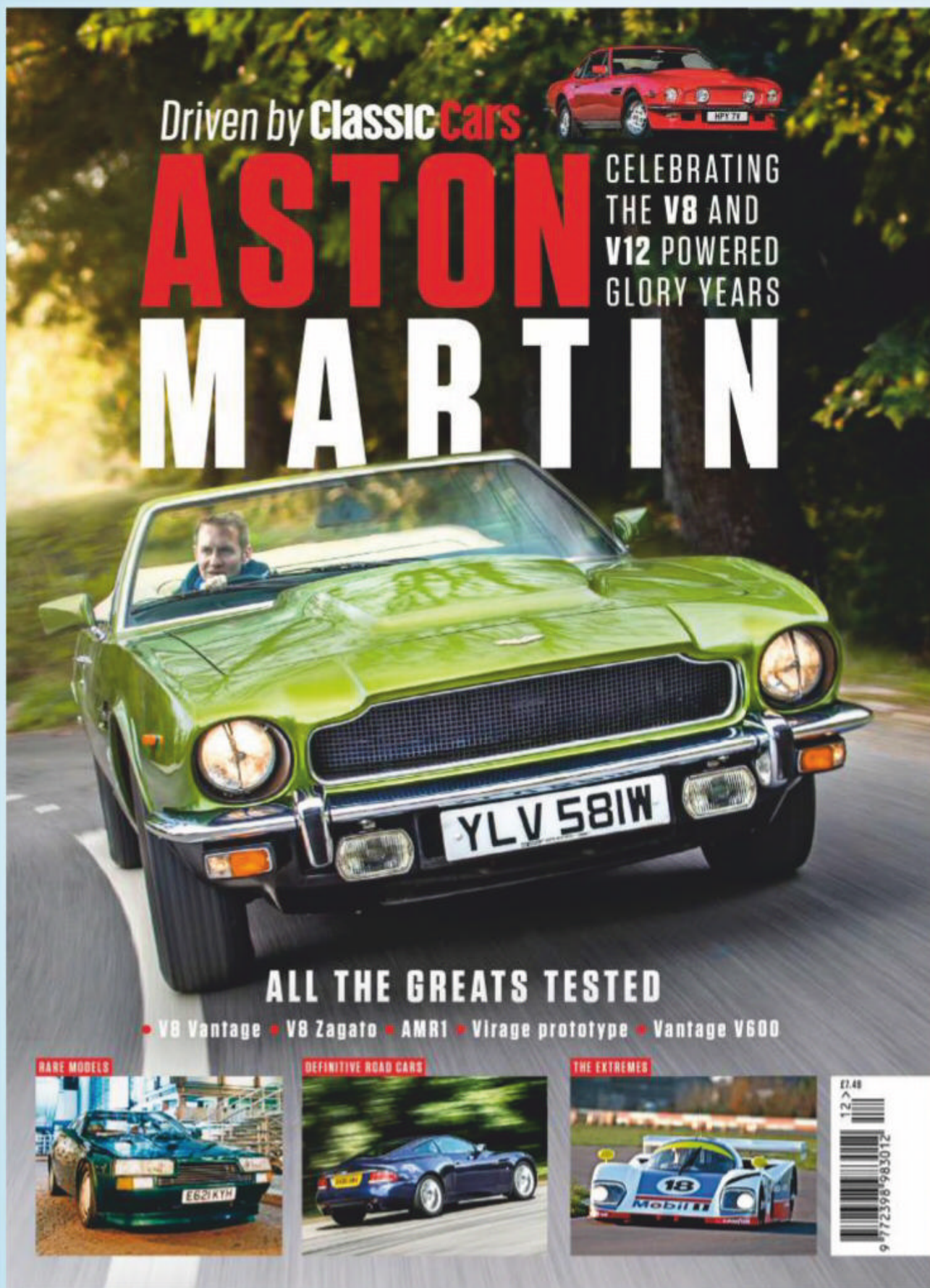
UK rhd car in fantastic rust-free condition with 99,900 miles. Garaged and air chamber stored. Drives wonderfully with new springs and dampers all round.

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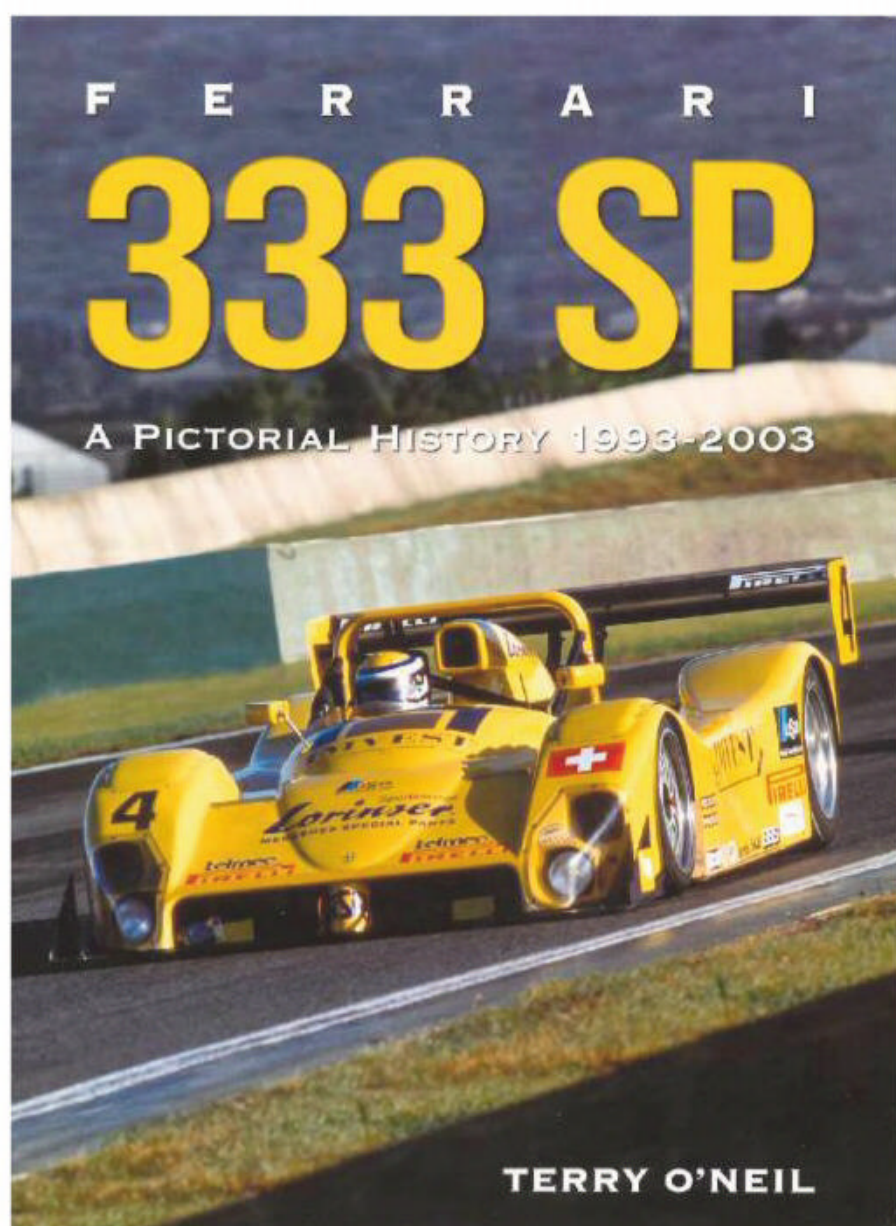
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Ferrari 333SP

By Terry O'Neil, £115, daltonwatson.com, ISBN 978 1 85443 305 3

Perhaps it's the model's lack of success at Le Mans, but Ferrari libraries seem scant on the 333SP, making Terry O'Neil's huge 420-pager invaluable. After all, it was the last Ferrari to win world championships at the top level of sports-prototype racing. With an extraordinary development involving some of the greatest names in motor sport engineering, it should be better-remembered. With reference to a vast photo archive and reams of team data, Ferrari authority O'Neil sets the record straight.

O'Neil documents the career of the car and the teams which ran it, but also takes time to explain the rules of WSC, the short-lived formula which bridged the gap between the money-burning GT1 rules of the Nineties and the LMP system we have today, which led to a renaissance in sports-prototype racing. A timely book, because these cars are reappearing on historic grids nowadays.

100 Dream Cars: The Best of My Ride

By AJ Baime, £32.95, rizzoliusa.com, ISBN 978 0 8478 6623 6

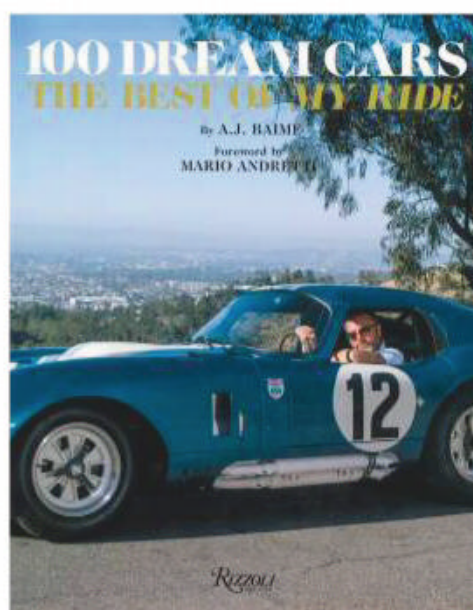
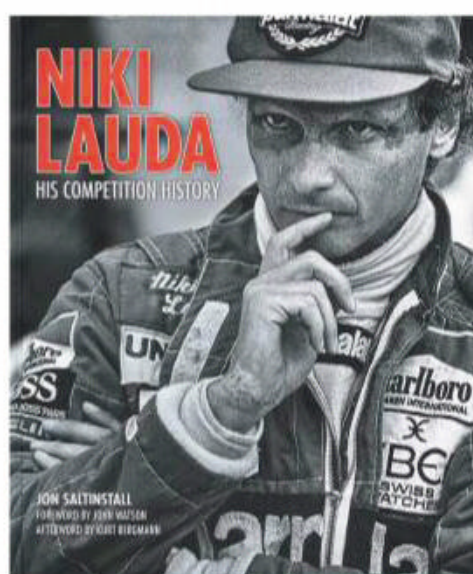
Outside of the US, AJ Baime's My Ride franchise in the Wall Street Journal is little-known, but that just makes this lavishly-illustrated, large-format 240-page tome even more of an unexpected treat.

Ultimately, Baime's subject is the simple love of cars and the sheer diversity of owners and their motivations. Although he occasionally touches on the high-end worlds of supercar owners and concours entrants, Baime prefers to seek out the weird and wonderful. Self-built specials, family-owned multi-generational runabouts, a million-mile Porsche 356 and a rock star's custom Jaguar collection all feature. But there are more humble

stories here, like the Hyundai Accent which dodges marauding bears and icy blizzards to deliver pizzas beyond the Arctic Circle. A joyous, heartwarming book, and not crazily priced either.

Niki Lauda: His Competition History

By Jon Saltinstall, £60, evropublishing.com, ISBN 978 1 910505 46 5
Jon Saltinstall's curation of the late Niki Lauda's career is far more than merely a collection of results and accompanying photographs. Here, he seeks out contributions from former teammates, technical crew, and journalists, to build up a vivid picture of one of the most complex characters to compete in Formula One. This is an unconventional biography, but so very Niki.



MORE TO ENJOY

Group A – When Rallying Created Road Car Icons

By John Davenport & Reinhard Klein, £49.99, mcklein.de

Stars, cars and cheats of the WRC's production car era in a beautiful 256-page tome.

The Concours Year 2019

Edited by David Lillywhite, £55, concoursyears.com
Hardbacked highlights of the year's top concours d'elegance events. Hefty, but peppered with adverts.

Porsche Air-Cooled Turbos 1974-1996

By Johnny Tipler, £27.50, crowood.com
Road-test- and interview-heavy look at the fastest, scariest Porsches. Including the, um, water-cooled 959.

Sharknose/V6

By Jörg-Thomas Födisch, Ranier Rossback & Bernhard Cahier, £124.99, mcklein.de
The drivers, engineers and cars of Ferrari's most exquisite F1 era. Massive, slipcased and sumptuous.

All these books are available from Chater's, many with discounts. To find out more, go to chaters.com

MODELS



1:18-scale Alfa Romeo 159

Technomodel, £249.99
Perhaps the best sign of this large-scale resin model's realism is the way the thin edges of the yellow nose tape overhang the spars of the grille. Cockpit, brakes and latches all gleam – this is what Fangio would've seen at the 1951 Swiss Grand Prix. Mesmeric.



1:18-scale Ferrari 250GTE

Matrix, £261.99
A big price tag, but this large resin 250GTE, a long-overlooked subject, is utterly faultless. It's details like the finger-wear on the wheelrim, the tiny crossed-flags badges on the front and rear ashtrays, and the perforated leather speaker grille on the parcel shelf which make this one of the best models we've seen all year.



1:18-scale Jaguar XJR-15

Cult, £176.99
Dutch modeller Cult turns its attention to Jaguar's long-overlooked supercar. It's a superb piece of curvaceous, glossy sculpture. The interior's been faithfully replicated although sadly, heavily-tinted windows render it near-invisible.



1:43-scale Peugeot 205 Rallye

Norev, £39.99
This tiny diecast is an impressive demonstration of what can be done on a tight budget. The 205's pert proportions are neatly recreated, but the interior really makes the model – it's a feast of little dials, stripes, and red carpets and seatbelts.

All models are available from diecastlegends.com



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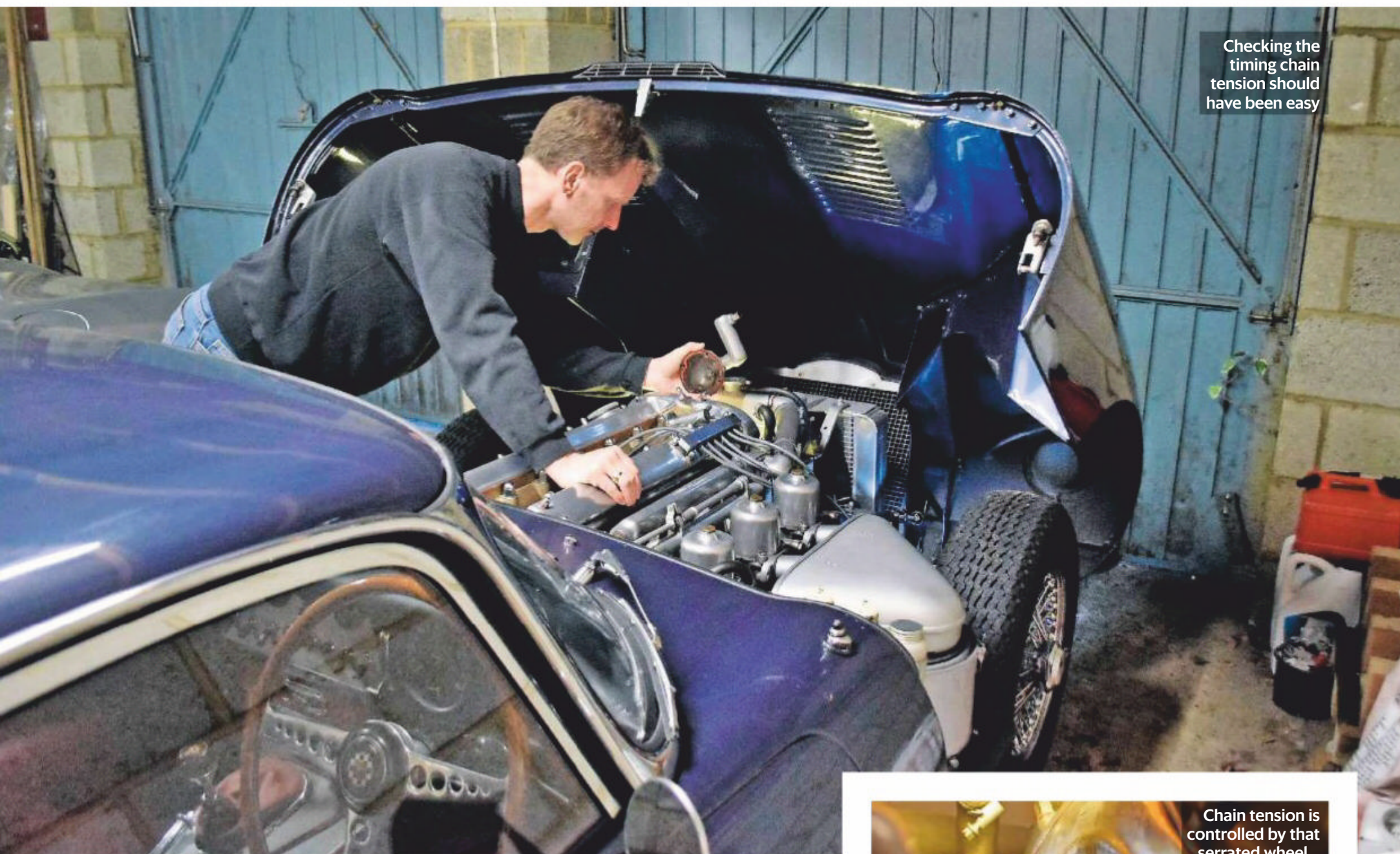
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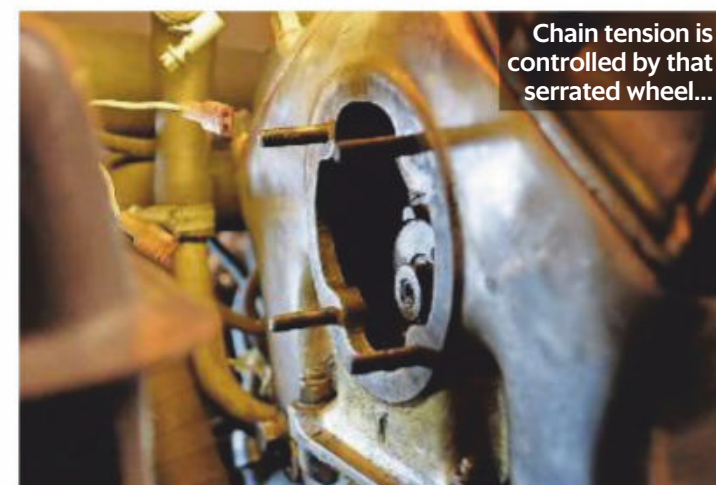
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Checking the timing chain tension should have been easy



Chain tension is controlled by that serrated wheel...



...and can be reset easily with this Jaguar tool

If it isn't broken, don't...

1962 Jaguar E-type fhc

Owned by Phil Bell (phil.bell@bauermedia.co.uk)

Time owned Nearly ten years

Latest mileage 0

Latest costs £0

Previously Removed a halfshaft and rear hub to adjust a wheelbearing that didn't need adjustment

Having someone else to blame can be a useful vent for classic car frustration - a previous owner, mechanic, parts manufacturer, an original designer or even the accountant who ruthlessly trimmed production costs, they're all fair game when things go wrong. I didn't have such luxury when I disabled a perfectly functional Jaguar during the Christmas break.

No, what I'm about to confess is down to what I prefer to call 'pilot error'. The job should have been a simple service task of checking and adjusting the tension for the XK engine's upper timing chain. Removing the engine breather from the front of the cylinder head reveals a serrated wheel for the chain tensioner that is locked in position by a toothed pin. Adjustment requires loosening the securing nut and the use of a simple and cheap tool that

simultaneously pushes in the sprung locking pin and engages with the wheel via a couple of drive pins.

All I had to do was rotate the serrated wheel anticlockwise enough to take up any slack in the chain, remove the tool to allow the locking pin to pop back out and then tighten the nut. Easy, apart from the final step of checking for a little give in the chain to make sure it's not over-tightened.

Access should be provided by simply removing the cam cover nuts and lifting the covers out of the way. Well it would have been easy if someone hadn't used high-temperature silicone instead of the original gaskets in a bid to curb the XK's enthusiasm for leaking oil. That someone was me, after I refitted the cylinder head back in 2011.

In my defence, the use of silicone in place of the gaskets is popular practice to improve oil-tightness. As is applying a smear of grease to one of the mating faces in order to aid removal at a later date. Unfortunately I managed to omit that crucial detail in my enthusiasm for getting the engine back together all those years ago.

I can report that it has done a fine job of eliminating leaks, but an even better one of hanging on fiercely to cylinder head and cam covers. I can also confirm that those lovely smooth cam covers don't offer much purchase for the frustrated dismantler. My latest method of attack is to pull on a cam cover with one hand while using a craft knife blade in the other to carefully cut into the thin bead of silicone. It's tediously slow and I have no-one else to blame.



Renault 2-0 Audi

1981 Renault 5 Turbo 1

Owned by Ross Alkureishi and Richard Head
(rossalkureishi@yahoo.com)

Time owned Three years, seven months

Miles this month 182

Costs this month £300

Previously Television stardom achieved

Since our last update Richard and I were measured for a coffin lid. Thankfully it was nothing to do with an impending double date with the grim reaper, and instead down to specialist Olly Melliard noticing that our little red rascal was missing its protective underplate.

We'd originally noticed you could see the ground when the bonnet was open, but hadn't given it a second thought. Apparently, a coffin lid-shaped under-plate should prevent that view while keeping out all the road crud and rain.

Its absence pointed out, we obviously had to get one - it's a man thing. Olly reproduced and fitted said item for £300; no longer would the offending ground get into our engine bay (except the engine isn't in there, but you know what we mean).

I was intrigued to find out if there was any discernible effect - underplates can play an important role directing the air under the car and preventing low pressure in the engine bay. I was able to test that on an early morning blast to one of Bicester Heritage's Scrambles.

It is with great fanfare that I announce... it had no noticeable effect. The day was rather damp though, so it probably helped keep our un-engine bay clean. On arrival one of the little red rascal's blue twins was on display outside Legends Automotive, so we cheekily parked next to it.

Our next outing was to the Goodwood Eighties Breakfast Club meet. There's nothing quite like an early start, followed by a scintillating blast on eerily empty West Sussex country roads, as that iconic circuit pulls your classic towards it with a seemingly magnetic attraction.

Damp roads, wet leaves and the R5Ts reputation as a widowmaker meant we were a little circumspect - even more so, given our recent coffin lid commission - but it's surprising how much fun you can have at legal speeds, even if the Devil exhaust popping and banging may have woken up one or two of the county's blue-rinse brigade on the way.



We were honoured with a place on the grid, surrounded by other Eighties icons. Post-event, the Goodwood website held a vote for Best in Show, with our little beast one of eight choices.

The next few days were spent watching the voting evolve, and it gave us great satisfaction to see the 5 Turbo pulling ahead of a selection that included an ur-Quattro, Porsche 930 Targa, DeLorean DMC-12 and an Alpine A310.

I'll make no comparisons with our democratic processes, but the 5 decisively beat the Quattro into second place; just, you will recall, as it did on *The Car Years*. That's Renault two, Audi nil. Faith in democracy and the will of the French car people restored.



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235/70R15 255/70R15





A transporter was procured to take the Escort to a relative's house nearby

Filler in Manila

1972 Ford Escort 1300L Estate

Owned by Malcolm McKay (MMcKays@aol.com)

Time owned Three years

Miles this month 0

Costs this month £350

Previously Got fed up with the cost of renting a car when visiting relatives in the Philippines

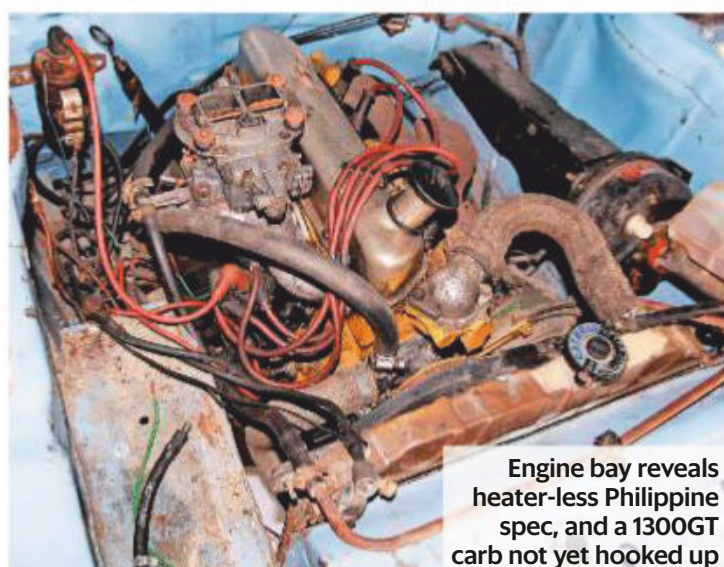
The mix of new cars available in the Philippines in the Seventies was wide, with manufacturers across the world assembling Complete Knock-Down (CKD) cars in factories around Manila, and others importing complete cars from as far away as Brazil.

Ford was one manufacturer assembling locally - mostly building English Fords. Struggling to get my head around the VW Brasilia I had bought first - the noisiest car inside that I've ever experienced - I was very excited to see an Escort MkI estate advertised for less than £2000. Of course, there had to be a catch...

Having rushed down to Manila to see it, we found that the vendor hadn't actually driven the car, and couldn't start the engine. The body, which he'd claimed to be perfect, had rust perforation all along the back of the roof - perhaps explaining why the springs that normally support the rear hatch had vanished - along with rust holes inside the doors and in a few other places.

Typical of an older Philippine car, there were numerous bodes and the brakes, carburettor, steering and electrics all clearly needed work. But overall it was salvageable and we thought it looked great in its pseudo RS/Mexico-style livery. I bought it and had it transported to my brother-in-law's house nearby so I could commence work.

Getting blank looks at local parts suppliers, I returned home with a shopping list. I found Escort MkI parts sourcing in the UK to be an interesting exercise - some items are readily available and dirt cheap, while others are scarce and scarily



Engine bay reveals heater-less Philippine spec, and a 1300GT carb not yet hooked up

expensive! Taking a suitcase-full on my next visit, I bought a battery locally that fitted in the narrow Escort battery tray and finally had the engine running - but very roughly and inconsistently.

At this point I was introduced to Ed Legaspi of Molino Ford, a specialist just down the road. Ed had worked as an automatic transmission specialist in the Middle East before returning to his native Philippines, where he ran the Jaguar main dealer's workshop before setting up his own garage. He took the Escort under his wing and rebuilt the brakes with the parts I'd sourced, but diagnosed a faulty carburettor and a worn-out engine. More parts would be needed...

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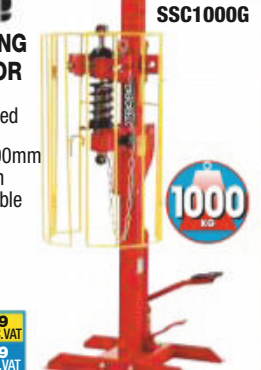
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Clarke 12V BATTERY CHARGERS

For lead acid batteries

*Automatic charger

- maintains optimal charging condition

BEST SELLER

AC80

MODEL MAX CHARGE AMPS EXC.VAT INC.VAT

LA4	4	£17.99	£21.59
LA6	6	£19.98	£23.98
AC80*	8	£33.99	£40.79

FROM ONLY **£17.99** EXC.VAT
£21.59 INC.VAT



Clarke BATTERY CHARGERS ENGINE STARTERS

Ammeter

Multi-position charge regulator

Overload protection on charging cycle

*was £191.98 inc. VAT

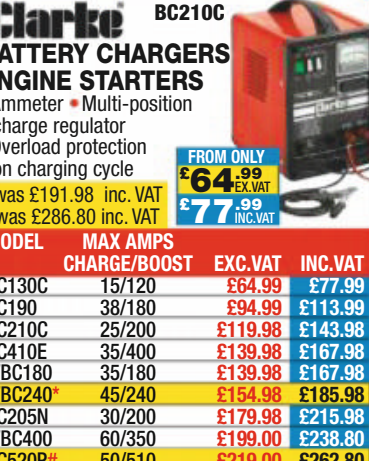
*was £286.80 inc. VAT

FROM ONLY **£64.99** EXC.VAT
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BC210C

MODEL MAX AMPS CHARGE/BOOST EXC.VAT INC.VAT

BC130C	15/120	£64.99	£77.99
BC190	38/180	£94.99	£113.99
BC210C	25/200	£119.98	£143.98
BC410E	35/400	£139.98	£167.98
WBC180	35/180	£139.98	£167.98
WBC240*	45/240	£154.98	£185.98
BC205N	30/200	£179.98	£215.98
WBC400	60/350	£199.00	£238.80
BC520P#	50/510	£219.00	£262.80



Clarke BLAST CABINETS

Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium

Min. air flow 10cfm

Bench & floor standing models

ALUMINIUM OXIDE POWDER FROM ONLY **£10.99** EX.VAT
£13.19 INC.VAT

FROM ONLY **£109.98** EXC.VAT
£131.98 INC.VAT

CSB20B

MODEL DESC. TYPE EXC.VAT INC.VAT

CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30	Large Cabinet	Floor	£279.00	£334.80



Clarke PARTS WASHERS

PARTS WASHER FLUID FROM **£9.99** INC. VAT

FROM ONLY **£39.98** EXC.VAT
£47.98 INC.VAT

CAR BEST BUY

MODEL TANK CAP. TYPE EXC.VAT INC.VAT

CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£139.98	£167.98
CW40	75Ltrs	Floor	£159.98	£191.98



Clarke CRANES

BEST SELLER

FROM ONLY **£164.99** EXC.VAT
£197.99 INC.VAT

MODEL DESC. EXC.VAT INC.VAT

CFC100	1 ton fold	£164.99	£197.99
CFC1000LR	1 ton long reach	£219.00	£262.80

Fully tested to proof load

Folding and fixed frames available

Robust, rugged construction

Overload safety valve

CFC100



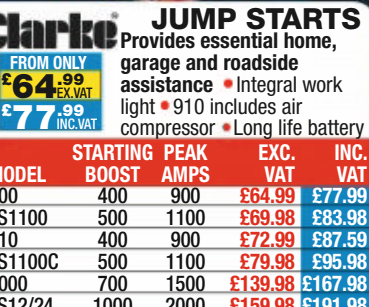
Clarke INTELLIGENT AUTOMATIC CHARGER / MAINTAINERS

Keep batteries in top condition over a long period

CB09-12

MODEL STAGES BATTERY EXC.VAT INC.VAT

CB03-12	3	6Ah-40Ah	£24.99	£29.99
CB09-6/12	9	Up to 80Ah 6V / 12V lead acid	£39.98	£47.98
CB09-12	9	Up to 160Ah 12V lead acid & calcium	£59.98	£71.98



Clarke INTELLIGENT BATTERY CHARGER/ MAINTAINERS

NEW RANGE

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IBC20

MODEL VOLTS MAX CHARGE AMPS EXC.VAT INC.VAT

IBC7	12/24V	7A	£49.98	£59.98
IBC15	12V	15A	£46.99	£56.39
IBC20	12/24V	20A	£59.98	£71.98



Clarke PRESSURISED SANDBLASTERS

Heavy duty steel construction

sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

CPSB100B

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

FROM ONLY **£139.99** EXC.VAT
£167.99 INC.VAT

MODEL TANK VOLUME FLOW RATE REQ. EX. VAT INC.VAT

CPSB100B	32 litre	6-25 cfm	£139.99	£167.99
CPSB200B	63 litre	6-25 cfm	£169.99	£203.99



Clarke ENGINE STANDS

Rotates through 360°

Fully tested to proof load

CES680F

FROM ONLY **£49.98** EXC.VAT
£59.98 INC.VAT

MODEL CAPACITY EXC. VAT INC. VAT

CES340	340kg	£49.98	£59.98
CES450	450kg	£64.99	£77.99
CES560	560kg	£79.98	£95.98
CES680F*	680kg	£99.98	£119.98

*Folds for storage



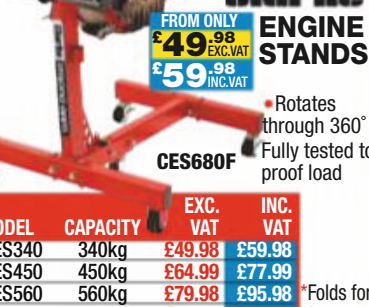
Clarke TOOL CHEST AND TOOLS

329 HAND TOOLS

FROM ONLY **£289.98** EXC.VAT
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CTC900B 9 drawer chest & CTC500B 5 drawer cabinet

Includes the most popular sockets, spanners, pliers, drivers, wrenches etc



Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FULL RANGE OF ACCESSORIES IN STOCK

£1098.00 EXC.VAT
£1317.60 INC.VAT

430mm between centres

Compound slide with 4 way tool post

Power fed screw cutting facility

Forward/reverse lathe operation

Clutch for independent mill/drill operation

Floor Stand Including Suds Tray

£179.00 Exc. VAT/£214.80 Inc. VAT



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IDEAL ALL-WEATHER PROTECTION

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£274.80 INC.VAT

BRIGHT WHITE INTERIOR

LENGTH UP TO 24'

ZIP CLOSE DOOR

Ideal for use as a garage/workshop

- Extra tough triple layer weatherproof cover
- Heavy duty powder coated steel tubing
- Ratchet tight tensioning

*was £346.80 inc. VAT

MODEL SIZE (LxWxH) EXC.VAT INC.VAT

CIG81015	4.5 x 3 x 2.4M	£229.00	£274.80
CIG81020*	6.1 x 3 x 2.4M	£279.00	£334.80
CIG81216	4.8 x 3.7 x 2.5M	£279.00	£334.80
CIG81220	6.1 x 3.7 x 2.5M	£349.00	£418.80
CIG81224	7.3 x 3.7 x 2.5M	£419.00	£502.80



Clarke PRO 7" SANDER/ POLISHER

CP185

Includes hook & loop backing pad and hook & loop wool polishing bonnet.

1200W motor

FROM ONLY **£69.98** EXC.VAT
£83.98 INC.VAT



Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

* Available with/without 7 pce pin, bracket & pressing plate kit

Adjustable polycarbonate safety screen

Economy model

MODEL EXC.VAT INC.VAT

4 tonne bench#	£139.98	£167.98
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12 tonne floor#	£269.00	£322.80
20 tonne floor	£359.00	£430.80
30 tonne floor†	£769.00	£922.80
50 tonne floor†	£1498.00	£1797.60

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CSA10BB



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Compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.

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* SS = Stainless Steel

MODEL MOTOR CAPACITY EXC. VAT INC. VAT

CVAC20P	1250W	16/12ltr	£49.98	£59.98
CVAC20SS*	1400W	16/12ltr	£59.98	£71.98
CVAC20PR2	1400W	16/12ltr	£64.99	£77.99
CVAC25SS*	1400W	19/17ltr	£69.98	£83.98
CVAC30SS*	1400W	24/21ltr	£89.98	£107.98



Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

BIG 3" CASTORS

FROM ONLY **£46.99** EXC.VAT
£56.39 INC.VAT PER PAIR

Four non-marking castors for easy movement in confined spaces

Heavy duty steel construction - load rating 500kg per dolly



Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

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PAY Monthly
NO DEPOSIT

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Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

DUAL VOLTAGE 230V/110V
IN STOCK FROM £226.80

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
Little Devil II	10.3	£79.98	£95.98
Devil 700	15	£99.98	£119.98
Devil 900	24.9	£139.98	£167.98
Devil 1600	36.6	£169.98	£203.98
Devil 2100	49.8	£259.00	£310.80
Devil 4000	131	£429.00	£514.80

Clarke ELECTRIC HEATERS

BEST SELLER FROM ONLY **£49.98** EXC. VAT **£59.98** INC. VAT



MODEL	VOLTAGE	HEAT OUTPUT KW	EXC. VAT	INC. VAT
DEVIL 6003	230V	1.5-3	£49.98	£59.98
DEVIL 7003	230V	3	£59.98	£71.98
DEVIL 6005	400V	2.5-5	£69.98	£83.98
DEVIL 7005	400V	5	£84.99	£101.99
DEVIL 6009	400V	4.5-9	£109.00	£130.80
DEVIL 6015	400V	5-10-15	£169.00	£202.80
DEVIL 7015	400V	15	£199.98	£239.98

Clarke DIESEL/PARAFFIN HEATERS

FROM ONLY **£189.00** EXC. VAT **£226.80** INC. VAT

Ideal for fast efficient heating
• Extra-long run fuel tanks - up to 53 litres
• Variable heat output with thermostat control

MODEL	MAX OUTPUT	EXC. VAT	INC. VAT
XR60	14.7kW	£189.00	£226.80
XR80	20.5kW	£239.00	£286.80
XR110	29.3kW	£289.00	£346.80
XR160	46.9kW	£349.00	£418.80
XR210	61.5kW	£399.00	£478.80

Clarke JETSTAR PRESSURE WASHERS

Makes easy work for washing vehicles, patios, stonework, etc.
• JET7500, 8500 & 9500 include hose reel

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
JS1850	1400W	1523psi	£59.98	£71.98
JS1950	1600W	2030psi	£89.98	£107.98
Jet 7500	1600W	2030psi	£124.99	£149.99
Jet8500	2100W	2610psi	£149.98	£179.98
Jet9500	2400W	3045psi	£179.98	£215.98

Clarke DRILL PRESSES

• Range of precision bench & floor presses for enthusiast, engineering & industrial applications

FROM ONLY **£69.98** EXC. VAT **£83.98** INC. VAT

MODEL	MOTOR (W)	EXC. VAT	INC. VAT
CDP5EB	350 / 5	£69.98	£83.98
CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£149.98	£179.98
CDP202B	450 / 16	£189.00	£226.80
CDP10B	370 / 12	£199.98	£239.98
CDP352F	550 / 16	£229.00	£274.80
CDP452B	550 / 16	£239.00	£286.80
CDP502F	1100 / 12	£549.00	£658.80

Clarke GRINDERS & STANDS

• Stands come complete with bolt mountings and feet anchor holes

FROM ONLY **£32.99** EXC. VAT **£39.99** INC. VAT

MODEL	DUTY	WHEEL DIA.	EXC. VAT	INC. VAT
CBG6RP	DIY	150mm	£32.99	£39.99
CBG6RZ	PRO	150mm	£42.99	£51.59
CBG6RSC	HD	150mm	£54.99	£65.99
CBG6SB#	PRO	150mm	£56.99	£68.39
CBG6RWC	HD	150mm	£59.98	£71.98
CBG8W* (wet)	HD	150/200mm	£58.99	£70.79

Clarke DIESEL HOT WASHER

HARRY HOTWASH
Ideal for effective cleaning of vehicles with a hot jet of up to 80°C

UP TO 80°C
145 Bar 2103 psi
SUPER LIGHT ONLY 26.9KG
FREE UK DELIVERY
PRICE CUT **£499.00** EXC. VAT **£598.80** INC. VAT WAS £658.80 INC. VAT

Clarke HEAVY DUTY PETROL POWER WASHERS

Honda & Diesel engine models in stock
FROM ONLY **£229.00** EXC. VAT **£274.80** INC. VAT

MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£229.00	£274.80
Tiger2600	170/2465	4	£289.00	£346.80
Tiger3000	200/2900	6.5	£349.00	£418.80
PLS195	186/2698	6.5	£439.00	£526.80
PLS265	260/3770	13	£669.00	£802.80

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- Easy to set up & use



MODEL	MIN/MAX AMPS	EXC. VAT	INC. VAT
MIG 102NG*	35/90	£124.99	£149.99
MIG 106	40/100	£159.00	£190.80
MIG 145	35/135	£179.98	£215.98
PRO90	24-90	£194.99	£233.99
MIG 196	40/180	£219.00	£262.80
110E	30-100	£229.98	£275.98
135TE Turbo	30-130	£249.98	£299.98
151TE Turbo	30-150	£289.00	£346.80
MIG 240	50/240	£399.00	£478.80
175TECM Turbo	30-170	£449.00	£538.80
205TE Turbo	30-185	£489.00	£586.80



MMA & ARC/TIG INVERTER WELDERS

- Compact & lightweight
- Efficient inverter technology
- Variable output

NEW RANGE

£98.00 EXC. VAT
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MODEL	MIN/MAX OUTPUT CURRENT	ELECTRODE DIA. (MM)	WEIGHT (KG)	EXC. VAT	INC. VAT
MMA80	20A-80A	1.6-2.5	3.8	£98.00	£117.60
MMA140	20A-140A	1.6-3.2	4.8	£119.00	£142.80
AT133	10A-130A	2.5/3.2	5.3	£129.98	£155.98
AT162	10A-160A	2.5/3.2/4.0	5.7	£149.98	£179.98
MMA200	20A-200A	1.6-4	5.3	£159.00	£190.80
AT135	10A-130A	2.5/3.2	6.3	£169.98	£203.98
AT165	10A-160A	2.5/3.2/4.0	7.9	£199.98	£239.98

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7 MODELS IN RANGE

GWH4

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ARC WELDERS
For home user, automotive and industrial applications.
FROM ONLY **£59.98** EXC. VAT **£71.98** INC. VAT

MODEL	AMPS	EXC. VAT	INC. VAT
EA110	40-100	£59.98	£71.98
115N	30-110	£71.99	£86.39
EA165	65-160	£72.99	£87.59
160N	40-150	£76.99	£92.39
EA200	60-200	£99.98	£119.98
190N	50-185	£104.99	£125.99
235TEN#	40-210	£159.98	£191.98

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MERCEDES-BENZ CLK 320 ELEGANCE CABRIOLET 2003: Brilliant Silver with Anthracite hide interior and Brown Ash wood trim. Black soft-top. 16" alloy wheels. One owner. 38,000 miles only from new. FMBSH. Air conditioning, front & rear park-assist, sat-nav, electric memory seats and other usual refinements.....£8,995



MERCEDES-BENZ S350 (W220) 2004: Cubanite with Sand hide interior. 16" alloy wheels. One owner. 25,000 miles only from new. Full service history. Air conditioning, electric sunshine roof, park-tronic, electric seats and other usual refinements.....£9,995



JAGUAR SOVEREIGN 4Ltr LWB 1997: Sherwood Green with Ivory hide interior. 'Crown' alloy wheels. Three owners. 25,000 miles only from new. Air conditioning, heated front and rear seats, wood & leather steering wheel, stainless steel window trims and other refinements. Very rare and high specification. LWB Sovereign example.£12,995



JAGUAR XJ8 4Ltr 'SPORTS' PACK (X-308) 2000: British Racing Green with Oatmeal hide interior with Burr walnut wood trim. 16x8" 'Eclipse' alloy wheels. Two owners. 19,300 miles only from new. De-chromed / colour coded external trim with mesh radiator grill etc. Wood&leather steering wheel. 'Sports' suspension.£11,995



RANGE ROVER 4.6 Ltr VOGUE 2001: Blenheim Silver with Charcoal hide interior. Two Channel Islands owners from. 13,400 miles only from new. Recently imported from Jersey by ourselves.Please enquire for further information

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WE ARE ALWAYS IN SEARCH OF
LOW MILEAGE ORIGINAL OR
FULLY RESTORED EXAMPLES
OF CARS OF THE TYPE THAT
WE SELL. PLEASE ADVISE OF
ANY SUITABLE CARS YOU MAY
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BENTLEY BROOKLANDS 'R' MULLINER LIMITED EDITION1998: Dark Metallic Blue with beige hide interior. Three owners. 42,000 miles only from new. No 85 of 100 cars produced **Arriving shortly from a long-term client**

JAGUAR S-TYPE 3.8Ltr 1964: Opalescent Dark Green with Suede Green hide interior. Chromium wire wheels. Manual / overdrive. 58,000 miles only from new. Complete with original delivery wallet containing its original Service Book, Warranty Card, Dealer Directory etc.....£38,500

MERCEDES-BENZ SL 500 (R230) 2002: Brilliant Silver with Dark Charcoal hide interior. Two owners. 34, 000 miles only from new. Previously supplied by ourselves.....Expected shortly

MERCEDES-BENZ CLK 320 ELEGANCE CABRIOLET 2004: Ice Blue with Dark Charcoal hide interior. Black soft-top. AMG alloy wheels. One private owner until earlier this year. 15,000 miles only from new. Full service history. Air conditioning, electric seats etc £10,995

MERCEDES-BENZ SL 55 AMG 2007: Obsidian Black with Charcoal hide interior. 25,000 miles only from new. Full MB service historyArriving shortly, please enquire for further details.

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The lustrous launch-hue paintwork is blemished only by the odd stonechip



Contact-point wear is commensurate with mileage and hard trim is perfect



5.9 V12 is eager to fire and behaves well on the move

2003 Aston Martin DB7 GT £54,950

Good colour, well looked after and rustproofed – this manual V12 is a certified future classic, says **Paul Hardiman**

This GT – the ultimate non-Zagato DB7 – is in the launch colour of Vertigo Blue and has obviously wanted for nothing through the hands of its five owners. Just 191 GTs were produced, of which 85 were right-hand drive. Over the Vantage powertrain, the GT featured suspension tweaks, Brembo brakes – silver calipers here – and a bootlip spoiler. Spot one by its five-spoke 18in wheels, bonnet vents and mesh grille with GT badging. This one has extras – a heated front screen and upgraded premium audio with satnav and CD auto changer, and is wired for compatibility with a battery conditioner/charger.

The body is straight, with good paint apart from a light peppering of stone chips up front, and has the added bonus of extra rustproofing, evidenced by plastic bungs in the door shuts. It's smooth under the chin and floor, the exhaust is in good shape and wheels are unscuffed, shod in well-treaded Bridgestone S02s dated mid-2014.

There are 18 stamps plus the PDI in the service book gathered over its 47,200 miles, and reading the history file is

instructive. The two previous owners – the last of which part-exchanged this car with Mee for a newer V12 Vantage – were obviously perfectionists and there's correspondence along with lots of bills dealing with every detail from making the clock work to a recent clutch change (a £3000 job because it's twin-plate) plus regular new discs, pads and dampers.

As usual with a modern Aston, there have been quite a few suspension bush changes along the way, along with the front subframe mounts, plus a number of seat-back replacements, a known DB7 weak point because the fixings break. Simply put, this car has no immediate needs.

Inside, the parchment seat leather is lightly creased up front and looks unworn in the rear. Likewise the Pacific Blue suede inserts are lightly baggy, and look right for the mileage. Also unique to the GT, the black oak veneers to dash, doors and centre console are unmarked, with no cracks. Carpets and dash plastics are perfect.

The motor is tidy and the structure is clean behind the grille and headlights, where they can get tatty with rust. It was last serviced in February 2019 at 46,775 miles; 500 miles ago.

It starts on the button and basically just behaves itself. More firmly suspended than an old-school V8, it goes where you point it with decently weighted steering, and the six-speed Tremec 'box has a lovely mechanical feel without being notchy. Brakes are smooth and of course there's more go from the free-revving V12 than you can ever reasonably use. The oil pressure reads 60% up the gauge, and the aircon blows ice-cold.

Like all of Mee's stock, it's sold with a new MoT and an up-to-date service schedule – meaning the fluids will probably be changed again before it leaves the premises – plus 12 months' warranty and roadside assistance. The week we drove it there was another GT on the market at the same money but with 68,000 miles, and a low-miler in the Netherlands at £87,500, making the price look attractive as well as the colour.

CHOOSE YOUR ASTON MARTIN DB7

► TWR-developed DB7 launched in 1993, based on Jaguar XJS platform, with supercharged 335bhp 3.2 AJ6 engine. Five-speed manual, four-speed auto. Volante convertible from 1996.

► V12 Vantage and Volante replaced sixes from 1999-2003 using new in-house (with Ford) 420bhp 5935cc engine; six-speed manual or five-speed auto. Various special editions.

► Vantage GT/GTA built 2002-2003. Mesh grille, bonnet vents, bootlid spoiler, 18in wheels, Brembo brakes. 435bhp manual; 420 for auto.

► 2003-2004 – Zagato coupé and speedster-style DB AR1 (American Roadster 1) – 99 of each made.

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2003 Aston Martin DB7 GT

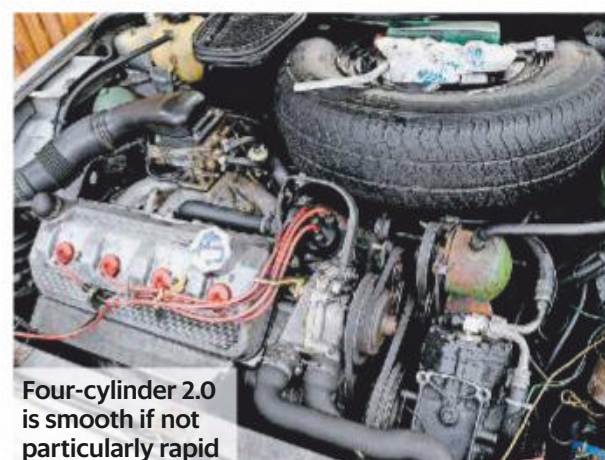
Price £54,950 **Contact** Nicholas Mee & Co, nr Hatfield, Herts (020 3757 0974/nicholasmee.co.uk) **Engine** 5935cc four-cam V12 with electronic fuel injection **Max power** 435bhp **Max torque** 410lb ft **Top speed** 184mph **0-60mph** 5.0sec **Length** 4666mm **Width** 1830mm **Fuel consumption** 17mpg



A life in Italy has helped this early CX to keep the corrosion at bay



Idiosyncratic interior shows little wear



Four-cylinder 2.0 is smooth if not particularly rapid

1976 Citroën CX2000 Pallas £15,000

It may be expensive for the breed, but this handsome French spaceship is in super rot-free condition, says **Paul Hardiman**

This early CX, complete with its 'spaceship' interior featuring revolving-drum instruments, was sourced from Italy and appears completely rot free. As well as perfect sills and floors, the front inner wings, strut tops and bulkhead are factory-crisp, and the front crossmember looks just out of its wrapper, still in a gloss brown finish.

The body is nearly as good. It's straight and rust-free, including the door bottoms, showing only evidence of damage repair and refinishing around the right tail-light, and one or two tiny chips out of the paint. The stainless bumpers are good and their rubber facings are all intact and straight, as are the stainless sill finishers.

There are one or two dings in the minor chrome strips at the top of the doors, some of the matt-black accent paint has deserted the window trims and the right-front door waist trim is slightly bent, but that's about it. Refinishing the wheels would improve the appearance - but their stainless trims are straight, even if they've lost a little paint. Tyres are well-treaded but quite old Michelin MXVs, half worn on the spare.

Inside, the seats' blue velour is basically unworn, if a bit baggy in the rear, with one small stain, and the headlining is good. The dash plastics and door trims are fine, and the roller blinds are all present and correct. The carpets are OK, with overmats, though might benefit from a clean. This Pallas has air-con, though it only blows cool-ish. The front electric windows work, and there's an extra temperature gauge under the dash. The modern stereo is barely noticeable.

The motor doesn't sparkle, but there are no leaks and the oil is clean. The float sits reassuringly high in the LHM tank, and underneath the car there are no obvious hydraulic leaks, though in typical Citroën fashion it's a little damp in places. The exhaust looks in good shape.

Even after standing for a while it starts easily enough, with a manual choke, and not tappety while it warms up and demists itself fairly speedily. The suspension rises within 20sec, operates through its full height range, and when you jump out, the body (correctly) leaps up a couple of inches, then settles back to normal ride height within a few seconds.

It's very smooth and although it's not fast it gets along perfectly adequately. There's

some play in the linkage to the four-speed gearbox, and although the odometer reads 71,303km there's another in the boot reading 41k (plus a spare speedo cable, hydraulic pipes and spare side indicator repeaters and lenses), so we're guessing the total is around 122k (76,000 miles).

The brakes (on a conventional pedal) are sensitive but easy to modulate, and the steering is nicely weighted. There's a little rumbling from the rear, but it might just be items rattling in the boot.

There was no paperwork to see, but it's UK-registered and has an MoT until August. The superb structure and early details are attractive, though the slightly odd Italian spec (highest trim level, smallest engine) almost adds to its collector appeal.

CHOOSE YOUR CITROËN CX

- ▶ CX is launched in 1974 to replace DS with 2.0- or 2.2-litre DS-derived engines. Estate, lwb Prestige and right-hand-drive option from 1975.
- ▶ 2.2 diesel arrives in 1976, plus optional C-Matic semi-auto gearbox. Optional 2.4 carb engine.
- ▶ New 2400GTi in 1977, plus optional five-speed transmission, Prestige gets raised roofline.
- ▶ 2.5-litre diesel option introduced in 1978.
- ▶ ZF auto replaces C-Matic in 1981, wider front track across range, larger wheelarches later.
- ▶ 2500 GTi Turbo introduced in 1984.
- ▶ From 1985, Series 2s get plastic bumpers, firmer suspension and conventional instruments. Turbo 2 from 1986.
- ▶ Saloon production ends in 1989.
- ▶ Estate production ceases in 1991.

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1976 Citroën CX2000 Pallas

Price £15,000 DD Classics, Kew, London (020 8878 3355, ddclassics.com) **Engine** 1985cc four-cylinder ohv, single carburettor **Max power** 102bhp **Max torque** 112lb ft **Top speed** 108mph **0-60mph** 12.8sec **Length** 4629mm **Width** 1730mm **Fuel consumption** 26mpg



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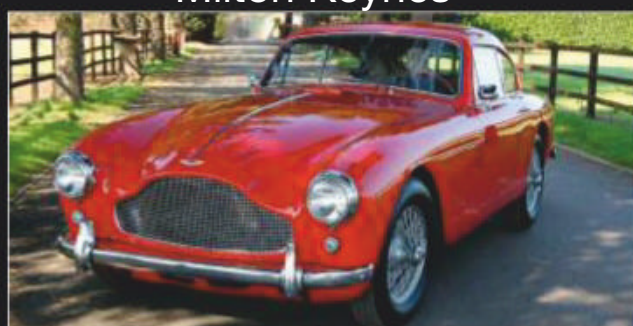
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Aston Martin 15/98 Short Chassis
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Aston Martin DB MKIII
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Aston Martin DB6 Manual



Aston Martin DBS Project



Aston Martin V8 Volante
POW Spec LHD Manual



Aston Martin V8 Vantage X Pack
Manual 1989



Aston Martin V8 Vantage Zagato
Left hand drive



Aston Martin Virage Coupe with
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Aston Martin DB4 Convertible
Aston Martin DBSV8 RHD Auto
Aston Martin Vanquish Ultimate Edition
Aston Martin DB5 RHD
Healey Beutler Mille Miglia Entry
Aston Martin V8 Volante RHD Man
Aston Martin Virage Volante Wide Body

Aston Martin DB6 Saloon Man RHD
Aston Martin DB6 Volante Man RHD
Aston Martin V8 Vantage X Pack Coupe LHD
Aston Martin V8 S2 Saloon LHD
Aston Martin Virage Coupe
Aston Martin One-77 LHD

Aston Martin V8 Volante Man RHD
Aston Martin Virage FULL 6.3 Man RHD
Aston Martin V8 Volante LWB LHD
Healey Drone
Jaguar MK IV manual LHD
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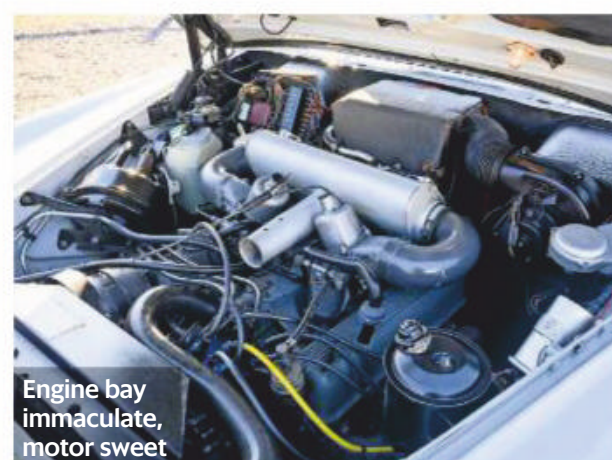
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Fastidious ownership means better-than new condition



Largely retrimmed interior



Engine bay immaculate, motor sweet

1970 Rover P5B coupé £24,750

Take inspiration from Quentin's recommendations – this coupé is good value and in great condition, says **Matt Richardson**

This P5B coupé was originally refreshed in 1987 having been laid up for some time, and by 1996 had only covered 86,000 miles. It has MoT certificates back to 2014 supporting the recorded mileage and it has always lived with long term owners. This is the second time Percival Motors has sold it, and in recent years it has belonged to a dedicated Rover collector who either worked on it personally or had a network of professionals undertake jobs. He has supplied a document stating he has maintained the car.

The two-tone paint is flawless with a deep gloss, there are no marks or chips to be found, the panel gaps are even and the metalwork superb. Burnt Grey over Silver Birch paint suits the shape well and it has its original pinstripes on the roof edge and along the body flanks which are often lost during restoration. The lower half of the body has been repainted and is a precise colour match. Under the car the chassis and floor have been Waxoyled and it is believed the car has never been welded.

The inner wings and bulkhead have new paint, the whole engine bay is extremely

clean, and there are no signs of fluid leaks. The chrome bumpers, overriders and stainless side trim are all excellent. It has new rubber door seals and new Michelin 180HR15 XAS tyres fitted to the refurbished Rostyle alloys.

The interior has been re-trimmed, and the Mulberry leather has seen little sign of use. The carpet looks like new with matching leather door cards. The wooden dash appears original, but the door cappings have been restored to a deep gloss. It has its original Radiomobile radio, complete with rear seat volume and heater controls.

Other factory options were the laminated windscreen, heated rear window and headrest courtesy lights. The steering wheel and dashboard are in excellent condition, and the toolkit is complete. Some modern auxiliary gauges have been added below the instrument binnacle.

The engine runs sweetly. Oil pressure is strong and engine temperature remains stable at idle and on the road. It has electronic timing in place of points and the gearbox was recently rebuilt by Stanton Brothers in Tonbridge – a receipt for £1200 is in the file. The suspension was overhauled in 2014 with work including

new bushes and track rod ends, so the Rover drives incredibly well. The under-bonnet heat blanket and lights are new.

The motor fires easily. On the road, it pulls easily with more than adequate power and cruises quietly. The recently rebuilt Borg Warner three-speed automatic gearbox shifts cleanly through its gears and kicks down as it ought to.

Steering is featherlight thanks to the power steering and is very tight and accurate. The disc brakes are incredibly powerful and will haul the car to a halt quickly and under good control.

The condition of this Rover P5 is incredible – a small fortune has been spent making this car as good as it can be, and it is now a usable classic.

CHOOSE YOUR ROVER P5

- ▶ P5 MkI launched in September 1958 as a new, larger Rover saloon, powered by a 3.0-litre straight-six engine. Automatic and manual transmissions optional, power-assisted steering available on the MkIA of 1961.
- ▶ Low-roofed Coupé model introduced with the 1962 MkII, with power steering as standard.
- ▶ MkIII of October 1965 reworked the interior as a more luxurious four-seater.
- ▶ P5B – 'B' for 'Buick' – launched in both body styles in September 1967, the first Rover to feature the 3.5-litre Buick-origin V8. Three-speed automatic transmission and power-assisted steering as standard and a frontal restyle added another pair of headlamps. Production ended in 1973, replaced by SD1.

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1970 Rover P5B coupé

Price £24,750 **Contact** Percival Motor Company (01622 851841, percivalmotorco.co.uk) **Engine** 3528cc ohv V8, **Max power** 184bhp @ 5200rpm **Max torque** 226lb ft @ 3000rpm **Top speed** 110mph **0-60mph** 10.7sec **Fuel economy** 17-22mpg **Length** 4737mm **Width** 1778mm



Paint shows only the most minor of blemishes



Interior is largely as-restored but wheel feels loose



3.4 engine has few upgrades; original temp sender isn't connected

1958 Jaguar XK150SE £59,950

Barely driven since a six-year restoration, this sweet-driving XK should only need minor jobs attending to, says **Paul Hardiman**

This XK150 was originally supplied by Appleyards of Leeds in Mist Grey over dark blue upholstery to the Knottingley Lime Co, according to the Heritage Certificate. Interestingly, the company was involved in a lime subsidy fraud case a couple of years later, which might explain why it was spending money on a new Jag in 1958.

It was restored between 2008 and 2014 by Carmichael Sports Cars but has covered only 400 miles in the present private-collection ownership since, which is why it's for sale. The Imperial Maroon paint is still shiny, with one or two dust marks in the finish plus a tiny bubble in the left of the scuttle. Door fit is fairly good by XK standards with fairly even shut gaps; the alignment slightly out at the bottoms on both sides, but the fit is at least symmetrical - many aren't.

Window seals all look new, the chrome is all good and the wheels look newish, behind which there have been brake upgrades: the front calipers are now four-piston and, in 2017, Coopercraft rear items were fitted because parts to fix the

originals were not available. In all, bills show that TPC has spent about £6000 on fettling with local specialists, including the fitting of a new water pump.

The chassis is good and straight; it's clean underneath with no leaks and the stainless steel exhaust still looks new. The car sits slightly low at the front, which is a matter of adjusting the torsion bars, but the most obvious visual flaw is an easy fix: the low-profile tyres - newish 215/60 Hankooks with an unused example on the new spare wheel - look too small for it. The price of a set of 185x16 Vredestein Sprint Classics, as favoured by XK racers, or Pirelli Cinturato CA67s at £800-plus helps explain that. It does ride nicely on the fat radials, however.

Inside, it's all still almost like new, with unworn carpets and rear leather, lightly used front seats and perfect headlining, though some of the side trims need securing properly and the steering wheel is a little loose, an easy fix. The dash and instruments are all good and there's a modern Caliber retro stereo.

Still with a dynamo, the motor appears stock except for chrome air filters, and the radiator wears a Kenlowe fan. The main temperature sender doesn't appear to be

connected but the gauge works. Oil is dark and near the minimum mark, coolant nicely green and the clutch and brake fluid reservoirs are a little rusty on their tops.

It starts instantly with a slight hint of exhaust blow that soon quietsens, and it drives really well, feeling unusually lively and with good brakes. The ride is taut but comfortable, there are no knocks from underneath and the steering is light once on the move. Gearchanges are less baulky than on some Moss gearboxes and the overdrive (on top gear only) clicks in and out instantly. Oil pressure is a healthy 45psi at 2500rpm, and it doesn't get hot - temperature was around 70°C and the fan didn't kick in during our time with the car. It's not over-ambitiously priced.

CHOOSE YOUR JAGUAR XK

- ▶ XK120 launched as a roadster in 1948, essentially as a platform to showcase the new 160bhp 3.4-litre XK twin-cam six; first 242 cars are aluminium, switching to steel from 1950.
- ▶ XK120 coupé arrives in 1951, DHC from 1953.
- ▶ XK140 from 1954 had more power (190bhp). Rack-and-pinion steering, more suspension travel, telescopic dampers, 'Armco' bumpers and fewer, thicker grille strakes. Auto an option from 1956. SE had 210bhp.
- ▶ XK150 from 1957 was still based on same chassis but looked bigger with raised wing line and wraparound windscreen. Most cars had 210bhp SE engine; triple-carb S had a claimed 250bhp. From 1960 there was a 3.8, with 220bhp or 265bhp in S form. Production finished in 1961.

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1958 Jaguar XK150SE £59,950

Contact The Private Collection, Oxfordshire (01869 226 633, theprivatecollection.co.uk) Engine 3442cc twin-cam inline-six with two SU carburettors Max power 210bhp @ 5500rpm Max torque 213lb ft @ 3000rpm 0-60mph 8sec Top speed 128mph Length 4496mm Width 1638mm Fuel economy 18mpg



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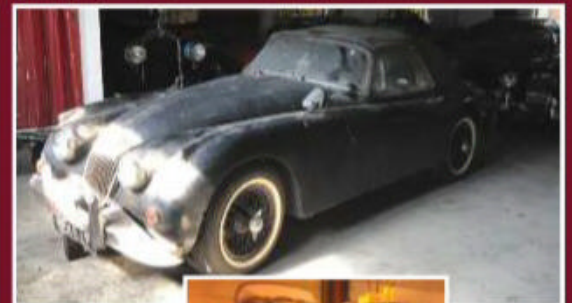
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Mercedes 300 SL Sports 1988 Finished in Gleaming signal red, with as new beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, sundym glass, complete with original fire extinguisher and tools, every old MOT from new, original handbook and wallet, only 66,000 miles from new,magnificent full service history, garaged from new, this car is superb condition throughout having been pampered from new£48,750



Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning. £POA



Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS 100, These cars are very rare only 22 were ever made this is number 12, these cars have over tripled in price in the last few years, because of the investment side of it, plus they drive beautiful, Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming (black tulip) with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels,with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking..... £POA



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout.....£135,750



Mercedes 380SL Sports 1984 Finished in Astral Silver with Navy Blue hide interior and Blue dashboard, Walnut veneers, headrests, over mats, Blaupunkt stereo system, hard top, soft top as new and hardly used, alloys, tinted glass, power mirror, rear seats, headrests, automatic, power steering, power windows, first aid kit still in factory wrapping, tool kit, only 61,000 pampered miles from new, with complete service history, accompanied with a set of old mot certificates, with original paperwork and invoices, as well as hand book from new in original wallet. This car has been garaged from new and drives like new and very smooth, Totally stunning and one of the best, unbelievable condition.£37,500



Mercedes Sports 350SL 1980 finished in glacier white with tan hide interior,headrests,hard and soft tops, tinted glass,power windows,power steering,automatic,over mats,original stereo,factory alloys,this car has only covered 45,000 original miles from new,with full Mercedes history,and all old MOTs, and invoices Complete with all original tools,Recent full service,garaged from new,this car must be one of the finest to be on offer..... £35,750



Rolls Royce Phantom VI State :imousine 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new £250,000



Mercedes Sports 280SL Pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website.£129,500



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MoTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found.....£89,750



Bentley 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overrugs to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only£65,750



Jaguar E Type V12 1971 2+2 finished in unmarked gleaming signal red with black hide interior, sparkling chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering,automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs,this car is just stunning one of the best there is garaged from new £86,500



Mercedes Sports 420 SL 1989 one of the last of this model, finished in gleaming red signal red with superb black hide interior, piped red, rear seats, hard and soft tops, tinted glass, power windows, auto, cd player ,alloys, overmats, full service history, this car is just stunning probably one of the finest£39,750.



Jaguar E Type 1970 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example£69,750



Mercedes Sports 1987 420SL finished in nautic blue with dove grey hide interior ,head rests, rear seats, hard and soft tops, tinted glass, power windows, central locking, power steering ,heated seats, ABS brakes, alloys, cruise control, stereo system, long last owner ship, garaged from new, with impeccable service records, thousands, spent to keep this car in the fantastic condition it is in today ,drives like new£38,750



Range Rover Sport Diesel HSE Dynamic 2015, finished in aruba with black roof, with contrasting interior, full lenth panoramic roof, power fold away tow bar, 22inch wheels, side steps, tinted glass, only 28,000 miles, with history just serviced,only two owners,huge spec please call for details, this car is just stunning, could be mistaken for new £49,750



Daimler Sovereign 420 1967 finished in golden sand with cherry red hide interior, automatic, power steering, badge bar, chrome wire wheels, stereo. These Daimlers are very rare and probably never in the condition of this car, being kept in remarkable condition from new, and only 53,000 miles with a folder full of history and old MOTs. complete with original tool kit, having only three owners from new the last owned 34 years,a superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic.£36,750



Bentley 1964 series 111 Finished in Dawn blue over Silver, with dove grey hide interior, picnic tables to rear, lambs wool overrugs power windows, automatic, stereo system, power steering, this is a very original example of this model and becoming quite rare, complete with all tools, and history file, to include original handbook low ownership, always garaged, exceptional example always garaged, drives superb. £48,750



Mercedes Sports 300 SL 1987 finished in gleaming signal red, with soft black hide interior, hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used, garaged and stored for many years, making this a very low miles of only 23,500 miles, with service book and old MOTs, this Mercedes could easily be mistaken for new..... £55,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs,has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new.....£46,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear,with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect,one of the last of this handsome model,only two previous owners, fabulous history,original handbook, fantastic to drive you can hardly here this car running and could be driven anywhere in the world,it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day.....£86,750



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full taneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment.....£85,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition, This car is just remarkable..... £165,500



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concourse wins in its time. Winning the Rolls Royce Owners Club concourse touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment £275,500



London Taxi 2002 Golden Jubilee model only fifty of these cabs were made for the Queens Jubilee, making them very rare and collectable and increasing in value, usual extras, power steering, automatic transmission, glass divider, occasional fold down seats, wheelchair access, power windows, radio and stereo, all tools, drives superb £9,750



Rolls Royce 20/25 1934. Coach built by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example £57,750



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning £135,750. More pics on our website.



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning £125,500



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain £145,750



London Taxi TX2 2004, finished in metallic silver grey with superb interior, sliding glass divider, fold down seats, wheelchair access, stereo, power windows, automatic, power steering, garaged from new, drives excellent £5,750. More pics on our website. Free delivery. Large choice.



Mercedes E240 1999. 6 door limousine, finished in Masons black, with dove grey hide interior, headrests, power steering, automatic, power glass divider, alloys, abs, stereo, CD player, air conditioning, this superb car has only one owner from new, and only 66,000 miles, with full history, garaged from new, and is just magnificent, drives like new £8,750 CHOICE OF 6



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website £125,750



Bentley GT Continental 2005 finished in Beluga black with black hide interior, walnut veneer dash, premium stereo system, many more extras, only 32,000 miles with full service history, only 2 owners from new, always garaged, could be mistaken for new. £28,750



Corvette Stingray Coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP, only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and valuable totally superb £119,500



Jaguar E Type V12 Roadster 1973/4, Finished in totally unmarked gleaming signal red with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show £145,500



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, and aeroflye, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example £115,500



Ford Zodiac MK1 1956 finished in Dorchester grey over winchester blue, with matching hide interior, manual with overdrive, this car has been corectly stored for over 50 years, not a restored car but an excellent original example, stereo system, steel period sun visor, fitted hunting lamp, badge bar with badges original twin spot lights, only three owners drives good, very difficult to find another like this one. a fine investment £28,750



Jaguar E Type 1972 V12 Roadster, finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, overmats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25,000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and in totally superb condition, just stunning £145,500



Jaguar E Type 1970 2+2 finished in old english white with as new black hide interior piped white, automatic transission, sparkling chrome wire wheels, with new white band tyres, stereo, complete with all tools, this car has had a recent full engine overhaul, and over the years thousands spent with all invoices, old mots, original hand book, old tax discs, the history must be seen with this car £68,750



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching Aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. Just stunning, complete with tools, and Jack kit. This is a superb original example never seen rain, drives like new £125,500



London Taxi TX2 2005 finished in Black with superb interior, occasional seats, power steering, wheelchair access, automatic, power windows, stereo system, glass divider, low miles, original handbook very difficult to find another like this one. Large choice £6,750



Mercedes 1988 560 SL Sports Left hand drive, finished in Smoke Silver with Brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside temperature gauge, tinted glass, auto, power, expensive Mercedes wheels, only 38,000 miles, service history, drives like new, just magnificent £39,750



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment £157,500



Hillman Super Minx Convertible 1963 This very rare model is finished in glacier white with superb cherry red interior with piping, and matching convertible top, original radio, personal number plate, manual transmission, original supplying dealer plaque on dashboard, complete with original tools, handbook, history folder and old MOTs, only 3 owners from new, and only 55,000 miles, excellent restoration thousands spent to bring this car to a high standard, displayed at the N.E.C. classic car show, drives superb, always garaged, amazing condition and a fine investment £26,500



Bentley GT continental 2004 finished in Moonbeam silver with nautic dark blue hide interior, stereo, many more extras, drives superb, magnificent example, 85,000 miles service history, just serviced. Garaged from new. What value at £19,750



Mercedes 560 SL Sports. Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning £38,500



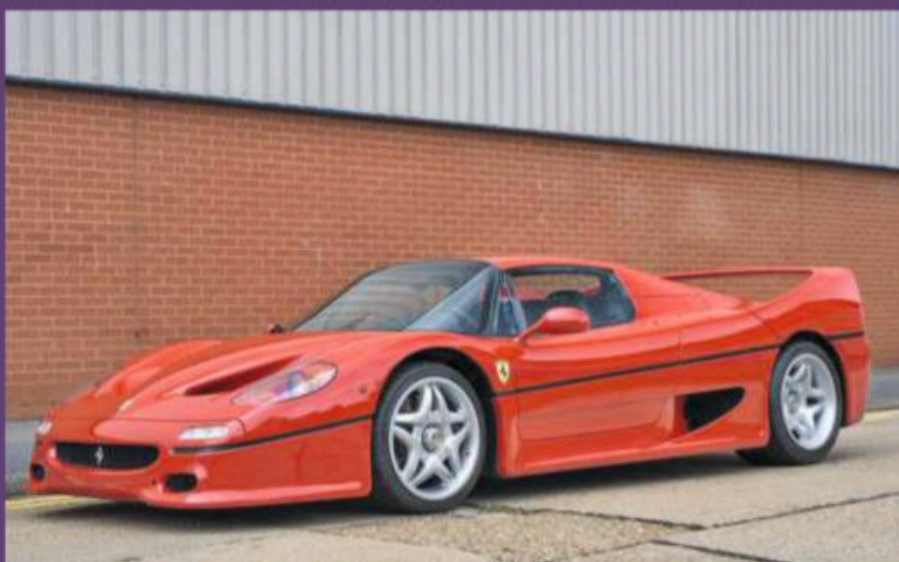
Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mots, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types £125,500



Jaguar E Type 1973 V12, 2+2 finished in azure blue with navy blue hide interior, headrests, overmats, tinted glass, adjustable mirrors, stereo system, brand new chrome wire wheels and full lenth webasto sun roof, white side tyres, automatic transmission, power steering, this car is amazing having been stored since 1978, only covered 6000 miles, bills and invoices available, original handbook and tools, drives superb, brilliant investment £79,750



Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MoTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing £135,750



1997 Ferrari F50 LHD

1 Owner from new, European delivered and complete with boots, luggage, tools and books.

£1.985 million



2003 Ferrari Enzo LHD

1 owner from new, European delivered, special order Giallo Modena, complete with luggage, tools and books.

£1.750 million



2007 Bugatti Veyron LHD

German delivered and recently completed major service with H R Owen Bugatti.

£1.095 million



1990 Ferrari F40 LHD

Swiss delivered, Classiche certified, incredible history, books and tools.

£899,950



1975 Maserati Khamzin RHD

One off custom mod, RHD, Holden V8 and automatic
 – find another one like this.

POA



1954 Fiat 500C Van LHD

Concours standard restoration every small detail exquisite.

POA



1986 Aston Martin V8 Volante LHD

Carburettor model, automatic and undergone significant
 amount of refurbishment. Viewing highly recommended.

£167,950



2014 Ferrari F12 RHD

1 owner and just 9000 miles from new with full complete
 Ferrari service history.

£164,950



1971 Mercedes Benz 280SE 3.5 Cabriolet LHD

European delivered, mohair soft top, floor change gearbox
 and Behr air con – stunning.

£239,950



Daimler DS420 Touring Limousine RHD

One off specially built for the personal use of Sir John Egan
 'Mr Jaguar' – find another like this!

£39,950



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1993 ALFA ROMEO SPIDER 2.0. This 2.0 litre 5 speed series 4 RHD Alfa Spider is finished in stunning Galio Fly Yellow with black trim, new black soft top and Yellow hard top for the winter. Only 36,000 miles and comes with the original alfa wallet, books and spare key. Reg number of AI INCY comes with the car (Incy Spider) **£13,995**



2000 JAGUAR XKR SUPERCHARGED. Finished in immaculate Jaguar Topaz with Doeskin hide and 20" Paris Split rim Alloy wheels. 84,000 miles with full documented service history. Comes with all original books, tools, hood cover etc. Immaculate Jaguar Supercar for only.... **£12,995**



1997 MERCEDES 320SL. Finished in immaculate brilliant silver with unmarked black leather and black hood. ONLY 51000 miles from new with a full service history and old MOT certificates and invoices to confirm the very low mileage. Very hard to find low mileage and well looked after SLs like this one. **£11,995**



2002 HARLEY DAVIDSON FLSTFI FAT BOY 1450CC. Stage 1 tuned stunning Harley-Davidson, finished in blue/silver with expensive air brushed murals on the tank and mud guards. Lots of extra Chrome, Sissy Bar, Screaming Eagle Exhaust and only 4000 miles. Mint Condition **£10,995**



2006 BMW 630 SPORT. Finished in Orient Blue Metallic with Ivory Leather, this stunning BMW has only covered 57,000 miles. Comes with a large service history wide screen Sat Nav, an upgraded sound system and number plate of S1 VLG. Very attractively priced at **£10,995**



1966 HILLMAN MINX 1725 AUTO. Only 18,000 miles from new, MOT certificates 1997 to 2000. Been part of the Jaguar Land Rover collection. Finished in its original colour of green with all original green interior a real time warp car. Be ready to show this car next season there cannot be another one like this one. **£9,995**



2008 BMW 3.0 SI Z4 COUPE. Finished in immaculate Arctic Silver with Black Leather. 70,500 miles. Alloy Wheels just refurbished. Full Service History and 2 sets of keys. Very clean and very well looked after example. **£9,995**



1978 MG MIDGET. Was part of the Jaguar/Land Rover collection with only 18000 miles recorded, has MOT's dating back to 1993. Apart from the paintwork the car looks to be original and in very good condition in keeping with the mileage. Very attractive. **£8,995**



2007 MERCEDES 5.0 CLS. Finished in immaculate Mercedes Brilliant Silver with unmarked Black Hide. Top of the range 5.0 Petrol. Climate control, electric heated seats with 3 memories, front/rear parking sensors, Mercedes Command System, Sat Nav/video. Very fast and surprisingly economical. Top of the range future classic in top condition..... **£6,995**



1996 MERCEDES E220 AUTO ESTATE 7 SEATER. Finished in immaculate brilliant Silver with unmarked grey trim. Full Service History 11 main dealer and 3 specialists. Now done 126k. Electric Sunroof and Electric windows. Not many of these around in this condition, especially with 7 seats. Exceptional.... **£6,995**



1993 FORD MONDEO 1.8 LX. Finished in Stardust Silver with Opal Trim. Two owners and ONLY 25223 miles from new supported by Ford Main Agent stamped service history up until 1999 and the same Ford Main Agents service receipts up to 2007. The first owners placed the car in storage in 2009. Comes with the original book pack and wallet..... **£4,995**

AVAILABLE SHORTLY

1963 JAGUAR MK2 3.4 MANUAL/OD.

Finished in immaculate Jaguar Opalescent Maroon with recently renewed red hide. Wire Wheels and Power Steering. Very well sorted and looked after example.

£24,995

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1963 LANCIA FLAVIA COUPÉ. This beautiful and rare Lancia Flavia has been fully Restored on a Rotisserie and finished in Fiat Metallic Rosso with new white trim. Engine has been rebuilt over £40,000 was spent on the restoration. Exceptional and VERY RARE OPPORTUNITY, only 3 cars recoded at the DVLA. **£39,995**



1971 ALFA ROMEO 1300 JUNIOR. Imported from Southern Italy 4 years ago and totally rust free never had any welding or restoration. Finished in Alfa White with immaculate Black Leather trim with no sun damage what so ever. If you are looking for a rust free immaculate Alfa Junior this must be the one. VERY RARE FIND. **£24,995**



1967 JAGUAR MK10. Finished in Sage Green with Tan leather. In storage from 1976 and not used until 2007, only covering 200 miles per year since. Remarkable condition having been stored for 30 years plus. Interior original and has a lovely pattern. Would be very hard to find another in this original condition. **£22,995**



1966 VOLVO AMAZON 122S. This time Warp car has only covered 18,000 miles. The first owner had the car 40 years and only covered 11,500 miles. Finished in Graphite Grey with red trim. Interior is in as new condition. Body has never had any welding and is in a truly time Warp Condition. Best one on the market!..... **£23,995**



1974 MGB ROADSTER. Total bare shell RHD rebuild just completed from a California rust free car. Immaculately painted in its original colour of Primrose Yellow and fitted with black leather seats and a new set of Wire Wheels. With overdrive gearbox, car is now ready for the road again. Stunning restoration. **£23,995**



1996 MERCEDES E220 COUPÉ 17,000 MILES. One lady owner. Purchased new from Brunswick Mercedes and meticulously maintained by them and Mercedes Croydon. Totally immaculate and original. Said by many, the best of the last quality built Mercedes Benz's. IF only the best is good enough this is the one. **£ 19,995**



1984 MERCEDES 280E ONLY 22,000 MILES. Finished in immaculate original Lapis Blue with unmarked Blue Velour upholstery. ONLY 22,000 MILES. Comes with a Full Service History and MOT's dating back from 1989. Immaculate Stunning Car, must be the best one on the market. INVESTMENT! **£18,995**



1985 JAGUAR XJ-SC V12 AUTO. Finished in immaculate Sebring Red with black hide and black Targa top. Service history and old MOT's. Very well looked after example and comes with the XJC Number Plate. These XJ-SC's are becoming very rare and in this condition a really sound investment..... **£15,995**



1993 JAGUAR XJS V12 COUPÉ. This exceptional example was first registered to Jaguar cars Browns Lane Feb 93 then sold to its last and only owner Dec 93. Only 58,000 miles with 23 service stamps. Flamingo Metallic with Doeskin hide. Very hard to find in this condition. Not to be confused with a normal 26 year old Jaguar..... **£15,495**



1984 JAGUAR XJS. Last owner a doctor who owned the vehicle since 1986, 32 years and only covered 41,000 miles. Finished in gloss black with Doeskin hide and original Starfish alloy wheels. Superb example hard to find another like this. **£14,995**



1983 MERCEDES 240D. Finished in immaculate Ivory Pearl with Sienna Red interior. Totally original never been painted or welded. Only 3 owners from new and 82,000 miles. Comes with MOT's from 1988 to present. Stunning example of a genuine Mercedes W123. **£14,995**



2000 MERCEDES 320 SL V6. Finished in immaculate brilliant Silver with unmarked grey leather. Full Mercedes Main Dealer History. 59,000 miles. Comes with hardtop, softtop, CD Multi changer, wind detector and hard top stand. Exceptional low mileage car with history to match. **£13,995**

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2007 ASTON MARTIN DB9



Finished in 'Toro Red' with Parchment leather trim. It has a Chancellor Red dash and matching stitching, which compliments each other perfectly. This car is in outstanding condition with only 22000.00 miles, two owners, and a full service history it is a perfect example of the DB9. It has a 49 valve, 6.0 litre, V12 engine, and a 6-speed automatic touchtronic gearbox. A classic name, with a modern twist it comes with added extras such as rear parking sensors, tyre pressure monitoring system, rear LED lamps, satellite navigation, bluetooth telephone connectivity, alarm and mobiliser, CD changer with MP3 audio connection, and powerfold mirrors.

£42,950



1969 ASTON MARTIN DB6 . Finished in Silver Birch with Black trim. Manual gearbox, power steering. Very large history file, including re-paint, re-trim and engine etc.

£425,000



1998 ASTON MARTIN V600 VANTAGE. Finished in Royal Blue Metallic, with parchment piped blue trim and carpets. 28000 miles on with full ston Martin service histpry, new clutch and gauges

£POA



2000 ASTON MARTIN DB7 VANTAGE. Finished in Silver with grey over charcoal trim. 52000 miles with three owners and full service history

£29,950



1958 MGA ROADSTER . Finished in flame red with black leather interior with red piping. Fully restored with photographic records.

£39,950



2016 CATERHAM ROADSPORT. Previously an academic car, this has been upgraded to the Roadsport spec. It has 1519 miles on the clock and a Ford Sygma engine.

£21,950



1964 MGB ROADSTER Finished in red on a heritgate shell. Built to full FIA soec and certified. Fitted with 1840cc engine, SCCR and L.S.D diff

£49,000

1983 ASTON MARTIN V8 VANTAGE



Finished in Chichester Blue with parchment piped blue trim, Ronal wheels and a manual gearbox. Very good condition. Chassis number 12384 and being a 580 series car, huge history file, including services and repairs from the works service. Work completed includes bare metal repaint and sills, new trim, suspension rebuild, new clutch, sports exhaust and much more. **£245,000**



ROLLS ROYCE SHADOW 2. Finished in its original colour of Larch Green with beige leather trim and carpets, 7300 miles, large history file, bare metal repaint, and perfect interior **£23,950**



2007 ASTON MARTIN V8 VANTAGE, finished in 'Toro' Red with black trim. 4.3 litre engine with manual 6 Gearbox, just 45000 miles and three previous owners. Full service history and in exceptional condition throughout, no expense spared. **£32,950**



2000 ASTON MARTIN VANTAGE . Finished in Malvern Silver with black leather trim and burr walnut dash. Original 'Becker' radio/CD player, with built in SatNav, FSH with work carried out at Aston Martin Works and 37000 miles on the clock. **£32,950**



1968 MGB ROADSTER. Finished in Old English White, with red hood, carpets and beige piped trim. Fully restored and had little use since **£21,950**



1958 MGA ROADSTER. Finished in green with black trim. Repatriated from US, restored and converted to right hand drive. Needs a little TLC hence **£21,950**



1963 MGB ROADSTER Finished in Iris Blue with Old English roundels and hard top. Rebuilt by Oselli on a heritage body shell to a very high specification, including race logic data logging system and a 1840cc engine. **£39,950**



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2014 JAGUAR XK 5.0 SIGNATURE COUPE

Italian Racing Red with Soft Grain Ivory Hide Interior. 1 Owner from New. 42,000 Miles. Full Main Dealer Service History Last serviced at 41,933 Miles. Impeccable throughout, in Jaguar's words "A Celebration of Design". PLEASE NOTE – PRIVATE REGISTRATION NUMBER SHOWN IS 'NOT' INCLUDED RHD – £28,995



1955 AUSTIN HEALEY 100/4 BN1.

Old English White with Red Trim, Hood and Tonneau. A matching numbers example and in truly outstanding condition throughout. Complete ground up restoration to the very highest of standards. An appreciating asset that is quickly catching up its 3000 litre stable mates in value and desirability. RHD – WAS £69,995 NOW £59,995



1961 MGA ROADSTER MK2

Chariot Red with Black trim. Bob West restoration some years ago and still stunning throughout

RHD – £35,995



1994 PORSCHE 968 SPORT LUX – 6 SPEED MANUAL

Speed Yellow with Black Interior. Aesthetically and mechanically Superb. Modern Classic that is tipped as one to buy whilst still affordable.. RHD – WAS £25,995 NOW £22,995



2003 ASTON MARTIN DB7 VANTAGE – AUTO

Tungsten with Black Interior, 18,600 Documented Interior. Aesthetically and mechanically Superb. Modern Classic that is tipped as one to buy whilst still affordable. RHD – WAS £34,995 NOW £29,995



1974 MGB 1.8 ROADSTER – OVERDRIVE

Citron Yellow with Black Interior and Hood. One of the last chrome bumper 'B's, restored a few years ago, remaining in the same superb condition to this day. Ideal start to Classic Motoring, will provide much enjoyment for years to come. RHD – £13,495



1968 MGC ROADSTER

Glacier White with Black trim. Retaining its original registration 'OOB 21G'. Sympathetically modified with 'touring' in mind. Comprehensive history. So nice, so original and so understated.

RHD – WAS £31,995 NOW £29,995



1989 JAGUAR XJS V12 CONVERTIBLE AUTO

Westminister Blue with Magnolia Hide. Magazine featured with comprehensive specification and history. Grand Tourer ready to be enjoyed once again.

RHD – WAS £22,995 NOW £19,995



1994 PORSCHE 968 CABRIOLET – TIPTRONIC

GRAND PRIX WHITE WITH BLACK HIDE AND HOOD. True Modern Classic. Has been used for touring at home and abroad and maintained to the highest standards regardless of cost.

RHD – £19,995



1987 PEUGEOT 205 1.9 GTI

Cherry Red with Grey/Red interior. A truly stunning example with just 28,000 recorded miles from new!! Complete and total history from day one. This multi-award winning example is absolutely superb throughout. One of the very best!!

RHD – WAS £29,995 NOW £27,995



1973 TRIUMPH TR6 – 5 SPEED

Sapphire Blue with Black trim. Restored and uprated. Just re-trimmed including hood. Mechanically enhanced to provide a little more enjoyment.

RHD – WAS £27,995 NOW £25,995



1968 MGB '1860' ROADSTER – OVERDRIVE

Primrose Yellow with Black interior. As clean underneath as it is on top. This is as good as they get!

RHD – WAS £19,995 NOW £18,995

If your car is one of the very best, please call with an accurate description, detailing condition, history, ownership, etc. All makes and models required.

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2009/09 Bentley Arnage T Mulliner Level II. Finished in Beluga with electric sunroof and retractable mascot. Beluga interior with Parchment stitching, embossed Flying B's and Piano Black veneers. Heated electric rear seats with lumbar. Only 40,000 miles with FSH. Known to us since 2011, immaculate **£49,999**



2009/59 Bentley Continental GTC Mulliner. Finished in Onyx with Black roof, 20 inch Mulliner wheels and Linen interior, with contrasting Flying B's and Mulliner stitching. With 3 spoke steering wheel, remote garage opener and space saver spare wheel. Only 39,000 miles with full Bentley history. Immaculate throughout **£46,950**



2007/07 Bentley Arnage T Mulliner. Finished in Moonbeam Silver with lower wing vents and Mulliner wing badges. Beluga interior with Stratos stitching and Stratos embossed Flying B's. Only 53,000 miles with Full Service History. Totally immaculate condition throughout and must be seen **£39,950**



2005/54 Bentley Continental GT. Finished in Cypress with Saffron interior, with secondary hide in Beluga, matching Beluga carpets and Burr Walnut veneers. Fitted with Mulliner 19 inch split rim alloys. Only 79,000 miles with Full Service History. Immaculate throughout **£23,950**



2005/55 Bentley Continental GT Mulliner. Finished in Black Emerald with 20 inch alloys. Portland main hide with Laurel secondary hide, embossed winged B's and Walnut veneers. Known to us for 3 years and recently underwent an £8,000 overhaul in our workshops. FSH, immaculate condition throughout **£21,250**



2005/05 Bentley Flying Spur Finished in Silver Tempest with 18 inch alloys, electric sunroof and Soft Black interior, with heated and cooling seats front and rear, also with massage seats front and rear. Only 57,000 miles with Full Service History. Outstanding condition, only **£19,999**



2004/54 Bentley Continental GT. Finished in Moonbeam Silver with 19 inch split rim alloys. Portland interior with Nautic secondary hide and Walnut veneers. This superb example has only 67,000 miles with full history. Stunning condition throughout **£21,750**



2003/03 Bentley Arnage T Mulliner. Finished in Graphite with 19 inch split rim alloys and Cotswold interior, with contrasting embossed Flying B's to seats and dark stained Walnut veneers. Only 79,000 miles with Full Service History. Immaculate throughout and must be seen. Value at only **£26,950**



2003/03 Bentley Arnage T. Finished in Black Sapphire with Mulliner wing vents and '07 model 19 inch alloys. Magnolia interior stitched in French Navy with embossed Flying B's. Turned alloy dash and waist rails with Walnut veneers. Electric rear seats. Only 80,000 miles with FSH. Known to us for last 7 years and immaculate **£27,999**



2002/52 Bentley Arnage T Mulliner. Finished in Silver Storm with 19 inch split rim alloys. Cotswold interior with French Navy Flying B's, French Navy carpets with Cotswold piping, Walnut veneers, picnic tables, electric and heated rear seats with upgraded sound system. Only 43,000 miles with FSH. Immaculate. **£28,950**



2001/51 Bentley Continental R Wide Bodied Mulliner. Extremely rare, finished in Silver Pearl with Cotswold interior, two tone steering wheel, French Navy carpets piped in Cotswold and Walnut veneers. A fantastic investment or a beautiful car to enjoy, only 32,000 miles with documented service history at only **£88,950**



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1999/T Rolls Royce Silver Seraph. Finished in Fountain Blue with whitewall tyres and parking sensors, with Magnolia interior piped in French Navy, French Navy carpets and Walnut veneers to include picnic tables. Electric rear seats, vanity mirrors and power mirrors. Only 36,000 miles with FSH. Immaculate throughout **£46,950**



1998 S Rolls Royce Silver Seraph. Finished in Peacock Blue with Cream coach lines and the later lamp lenses. Cotswold interior with French Navy piping, French Navy carpets, Walnut veneers, picnic tables and vanity mirrors. Only 3 owners, FSH and known to ourselves for 8 years. Fantastic condition. Only **£29,950**



1998 S Bentley Arnage Red Label Look Alike. Finished in Black Emerald with 18 inch alloy wheels and rear park sensors. Hermes interior with contrasting carpets. Known to ourselves for the last 15 years and maintained regardless of cost. Immaculate throughout **£19,250**



1997 P Bentley Turbo RL Finished in Peacock Blue with 17 inch alloys. Cotswold interior piped in French Navy with French Navy carpets. Only 73,000 miles with Full Service History. Immaculate throughout and must be seen. One of the best we have seen **£19,750**



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1997 P Bentley Brooklands Turbo. Finished in unmarked Racing Green with 16 inch alloys and St James coach lines. The interior is in Spruce leather with St James piping and Laurel carpets piped in St James, with Walnut veneers. One owner with only 44,000 miles and FSH. Totally immaculate throughout and must be seen **£18,950**



1997 P Bentley Turbo RL MK IV. Finished in beautiful unmarked Wildberry with twin coach lines in Cream and Sandstone interior piped in Mulberry, with Mulberry carpets piped in Sandstone and Walnut veneers. Fitted with DAB radio. Only 58,000 miles with Full Service History. Immaculate condition throughout **£19,750**



1997 P Bentley Turbo RL MK IV. Finished in Peacock Blue with 17 inch alloys and with Cream coach lines and Sandstone interior piped in French Navy, with French Navy carpets. Known to us for 11 years and a credit to its last owner, with FSH. The bodywork and interior are unmarked and look like new. Only **£18,250**



1996 P Rolls Royce Silver Spur MK IV Finished in Masons Black with Cream coach lines, Magnolia interior piped in Black and Black carpets with Magnolia piping. Fitted with picnic tables and electric rear seats. Known to ourselves since 2004 and has just had head gaskets replaced. Immaculate with FSH. Must be seen **£22,950**



1980 V Rolls Royce Silver Shadow Series II Finished in 1980's classic Walnut with Gold fine lines and with London Tan interior, Walnut veneers and Fawn carpets bound in London Tan. Only 29,000 miles from new with lots of history. Really stunning and must be seen to be appreciated. Realistically priced at only **£38,950**



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2002 BENTLEY ARNAGE T Black, 68,000 miles. Magnolia Hide with contrasting Black stitching. Full service history with main agents and specialists. A very handsome example in exceptional condition throughout **£28,000**



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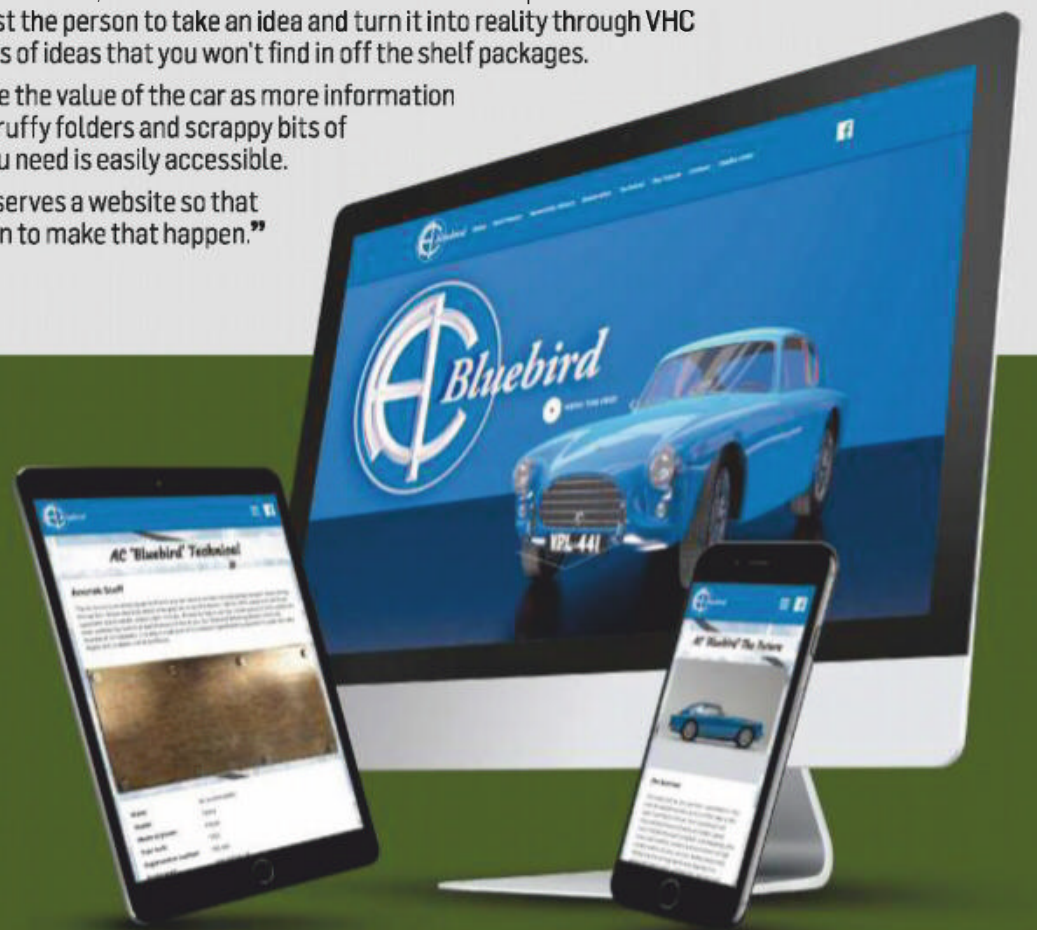
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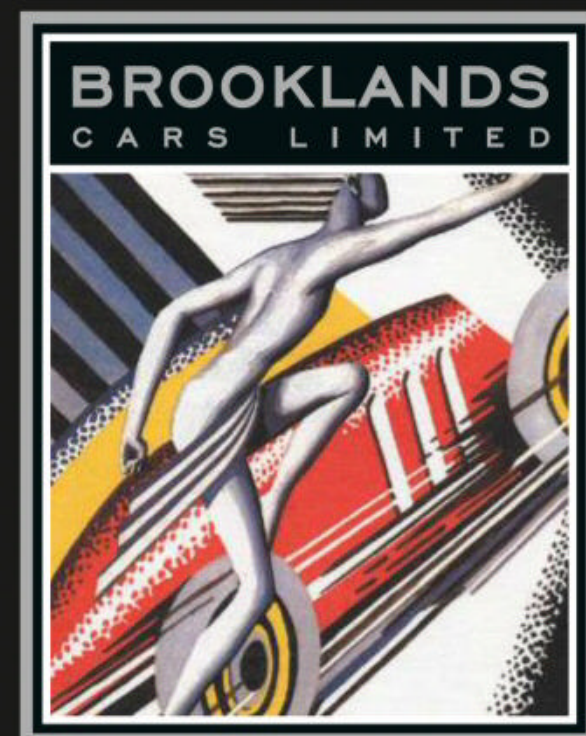
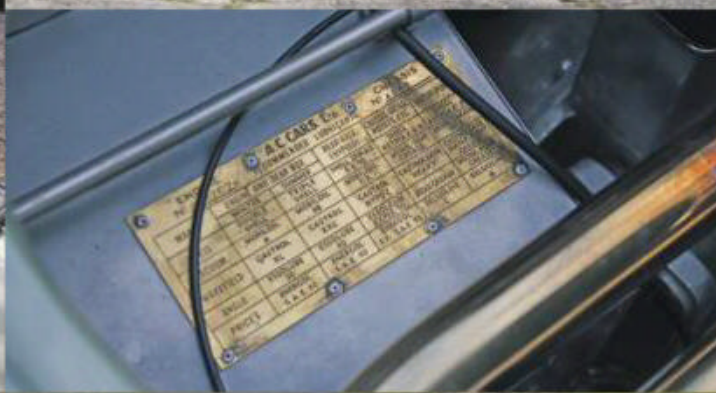


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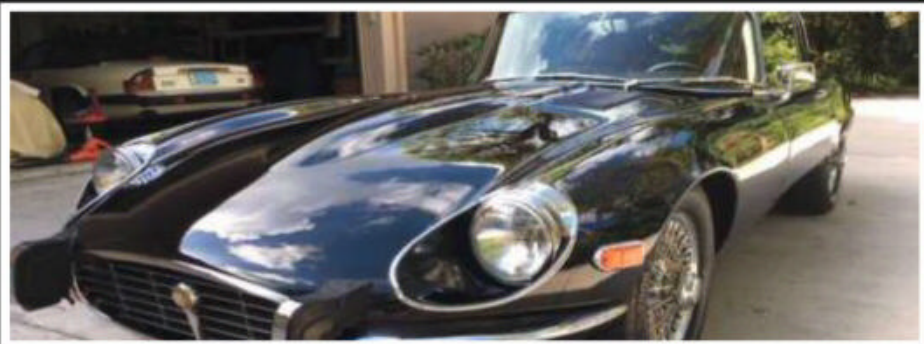
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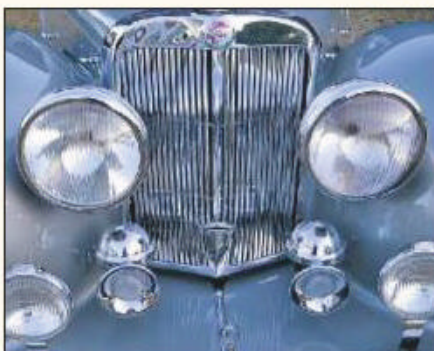
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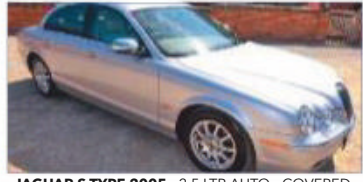
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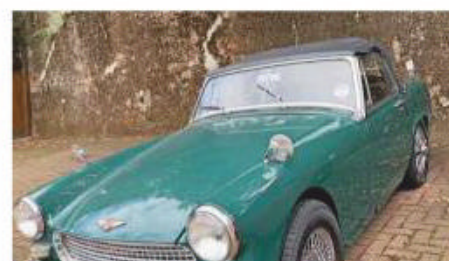
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1929	AUSTIN 7 RF fabric saloon, very nicely restored.....	£13,750	1967	JAGUAR E-type series 1.5, 4.2 fixed head coupe.....	£80,000
1929	HUMBER 9/28 saloon.....	£8,950	1969	MG C roadster, restored, rebuilt engine (500 mile) lightened balanced.....	£28,500
1929	MG 18/80 Mk 1 2-seat tourer & dickey seat.....	£86,000	1974	LAND ROVER series III, fitted with 90/110 military 2.5 diesel & o/d.....	£7,250
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1930	ROLLS ROYCE 20/25 Sportsman's saloon by Southern Coach Work.....	£48,000			
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1932	ALVIS 12/60 project, parts to make up running chassis with V5C.....	£10,000	1930	LEYLAND Lioness Fire Engine, ex Bristol station, superb.....	£45,000
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BRISTOL 411 1972, probably one of the nicest examples I have owned, complete restoration of the body/interior, major service, bills and history file, www.ivorbleaneyclassiccars.co.uk £69,500 TEL: 01794 390895 HANTS/WILTS (T)



FERRARI 355 1995, 40,000 miles, Rosso Red, Black leather, high power manual, Capristo racing exhaust, recent cam belts and service, please call for more information £85,000 TEL: 07802 346749 HEREFORDSHIRE



CADILLAC DE VILLE 1959, 53,500 miles, sharp looking, very straight body, had a repaint in the last 7 years, looking very nice, runs on original 390cc V8 engine, drives superb. £29,950 TEL: 07535 271800 ESSEX



FIAT 595 REPLICA 500 R 1973, 7,297 miles, tribute, recreation, originally Fiat 500 595R, fun, ready to drive, I've maintained it and had great fun driving it, turns heads. £14,950 TEL: 07778 254645 WARWICKSHIRE



CADILLAC SERIES 62 1958, 21,000 miles, extended deck, completely restored 3 years ago, new interior and new chrome, please call for more information. £40,000 OVNO TEL: 07883 720283 GREATER LONDON



FIAT 695 SS ABARTH LHD EVOCATION 1972, awards won for the superb condition, recently imported from Italy, UK taxes paid, UK MoT, V5, same owner from new for 44 years, www.panoramabay.co.uk £14,995 TEL: 01202 709407 DORSET (T)



CHEVROLET BELAIR 1955, 88,500 miles, multiple trophy winner, featured in Custom Car mag April 2018, subject to full chassis up build over 2.5 years, MoT exempt, full MoT in May 2019. £47,950 TEL: 07901 595550 NORFOLK



FORD COUNTRY SEDAN 1963, 90,000 miles, excellent condition throughout, air ride, billet wheels, air con, very sought after, rust free, lovely trim and carpets, is a gem, lowered rear. £23,500 OFFER TEL: 07514 982851 Lincs



CHRYSLER MODEL 75 1929, 69,598 miles, in beautiful condition, preserved & maintained excellently, majority of it's original features, been barely touched except for a respray 15 years ago. £65,000 TEL: 07970 148472 WEST SUSSEX



FORD ESCORT AVO MEXICO MK1 1975, 130,000 miles, one of the last registered, perfect, in showroom condition, underside is immaculate as the top, huge history file, MoT's. £46,000 TEL: 07515 283867 SHROPSHIRE



DATSUN 240Z 1972, 90,000 miles, excellent condition, spent most of it's life in Arizona so very solid, very original, few owners, original drivers manual, tool kit, condition up to MoT standard. £16,750 ONO TEL: 07792 072444 DEVON



FORD MODEL A 2 DOOR TUDOR 1929, 92,600 km, superb example, very good condition inside/out, fabric interior, new floor, undersealed, full body off restoration, some manuals included. £14,000 TEL: 07554 004303 MERSEYSIDE



FORD MUSTANG 1967, 100,000 miles, first reg 1968, power steering, e/roof, disc brakes, restored 2005, present owner 2006, Wimbledon White, Black interior, engine, 302cu in, J code. £24,000 TEL: 07711 133412 SUFFOLK



JAGUAR C-TYPE BY PROTEUS 1966, 3,000 miles, historic registration, no tax, nicely patinated, really fast, usable, sounds amazing, aluminium tub and GRP front and rear. £59,750 ONO TEL: 07970 846988 GREATER LONDON



FORD MUSTANG 289 V8 C-CODE 1965, 87,000 miles, imported over a year ago, great driver, quality car, paint is not perfect, looks fantastic in the sun, grips the road in all conditions. £18,750 TEL: 07870 809164 DORSET



JAGUAR E-TYPE 1969, 1600 miles, restored in USA 2003, fitted with V8 engine, can be sold as is or without engine/gearbox at reduced price to be agreed, new brakes, suspension, trim. £27,500 TEL: 07840 366386 HAMPSHIRE



FORD MUSTANG SHELBY 1966, 1,350 miles, genuinely superb, bought myself from America and imported it, superb quality build/restoration, three sets of keys, pristine black interior. £59,750 TEL: 07970 384153 EAST SUSSEX



JAGUAR E-TYPE SERIES 2 1969, 62,394 miles, excellent condition, owned for just over 2 years, loads of work done, new MoT 25/06/2019 although MoT exempt, resprayed, undersealed. £42,000 TEL: 01202 827316 DORSET



FORD SIERRA RS COSWORTH 1991, 74,000 miles, extensive history, lots of paper work & invoices, recent MoT with no advisories, in lovely condition, please call for more details. £18,500 ONO TEL: 07980 550202 EAST LOTHIAN



JAGUAR MARK 2 1964, 51,000 miles, cream leather, chrome wire wheels, ground up restoration, full mechanical overhaul a few years ago, used sparingly, drives superbly. £39,500 OVNO TEL: 01362 860961 NORFOLK



FORD V8 CONVERTIBLE COUPE FLATHEAD 1939, head turner, rumble seat just like brand new, total nut and bolt rebuild, many upgrades, UK registered and ready to go now, www.ivorbleaneyclassiccars.co.uk £69,500 TEL: 01794 390895 HAMPSHIRE/WILTS (T)



JAGUAR MARK 2 3.4 1964, 67,000 miles, completely re-built, every nut and bolt as new if not better, can be daily drive, wire wheels, new power steering, as new seating, overdrive, suspension. £42,000 TEL: 01634 272881 MEDWAY



JAGUAR ARK VI 2.5 LITRE 1947, 63,000 miles, gunmetal grey paint exterior, aged/faded but largely original condition, one previous owner, new MoT. £65,000 TEL: 08433 577117 BEDFORD



JAGUAR MARK 2 3.4 1967, 37,000 miles, 5 owners, dry stored for much of its life, just undergone extensive restoration with far too much to list, chassis/body was/is virtually rust free. £32,500 ONO TEL: 07831 220397 KENT

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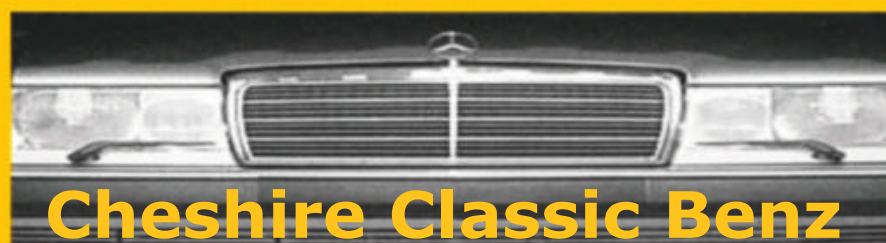
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Signal Red, matching hardtop, dark brown soft top, Saffron sport check interior, 4 speed auto, electric windows, rear seats, original alloy wheels, FSH, 51,000m £35,950

300SL Roadster 1988F

Astral Silver metallic, matching hardtop, blue soft top, blue sport check interior, 4 speed auto, ABS, electric windows, rear seats, original alloy wheels, FSH, 103,000m £28,950



320CE Cabriolet 1993L

Pearl Blue metallic with dark blue lower panels, blue soft top, grey leather, walnut wood, leather steering wheel and gearknob, 4 speed auto, airbags, original alloy wheels, FSH, 51,000m £19,450

E220 Sportline Cabrio 1994L

Almandine Red met, black leather, black soft top, 4 speed auto, climate, cruise, airbags, electric seats, electrically adjustable steering column, leather steering wheel, 8 hole alloys, FSH, 48,000m . £18,950



E320 Sportline Cabrio 1994L

Blue/Black metallic, grey leather, black soft top, 4 speed auto, cruise, airbag, electric seats, electrically adjustable steering column, leather steering wheel, original Sportline 15" alloys, FSH, 96,000m £15,950

230CE Coupe 1982Y

Astral Silver metallic, dark red MB Tex, auto gearbox, elec front windows, elec sunroof, front and rear headrests/armrests, orig alloy wheels, orig Blaupunkt radio/cassette, FSH, 3 owners, 48,000m . . £19,950



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JAGUAR XJ SERIES 1 1972, 48,000 miles, in excellent condition inside/out, no rust, full MoT no advisories, lovely car, first to see will buy, any inspection welcome. £15,000 ONO TEL: 01706 640201 GREATER MANCHESTER



JAGUAR XK150 1959, 9,800 miles, superb, originally exported new to United States in 1959, bought in 2003, engine rebuilt in 2007, stainless steel exhaust system. £125,000 OVNO TEL: 07920 084737 HAMPSHIRE



JAGUAR XJS 1987, 96,281 miles, rare model with TWR body kit, in good road worthy condition, American headlights, heritage certificate, MoT July 2020, garaged. £14,500 OVNO TEL: 07966 147637 EAST SUSSEX



LANCHESTER 30HP 1930, 55,000 miles, used for holidays/shows, admired everywhere, sports-tourer design regarded as one of the most eye-catching cars made, unique, special car. £14,000 TEL: 01234 781300 BEDFORD



JAGUAR XJS 1984, 65,000 miles, rare, excellent condition, had extensive restoration, will only go up in value, kept in garage, owned since 2016, lovely, drives really well. £19,000 TEL: 07900 806116 SUFFOLK



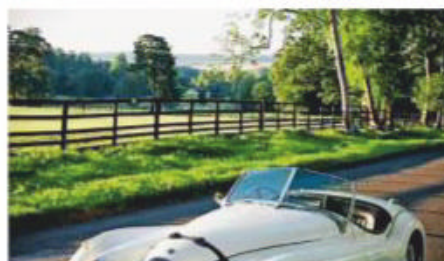
LANCIA MONTE CARLO SPYDER 1978, 85,000 miles, Guy Croft engine, group 4 body kit, rare, stunning, presents very well, bodywork in very good condition, dry stored as far as i know, MoT'd. £15,500 TEL: 07565 929359 ESSEX



JAGUAR XK 140SE FIXED HEAD COUPE 1956, 84,000 miles, 6 keepers over 61 years, manual with overdrive, matching numbers, 2 large history folders, www.panoramabay.co.uk £79,995 TEL: 01202 709407 DORSET (T)



LAND ROVER RANGE ROVER 1972, 90,000 miles, owned for 81/2 years, all electrical/mechanical systems repaired where necessary, resprayed a couple of years ago, MoT till July 2020. £33,000 ONO TEL: 01768 341215 CUMBRIA



JAGUAR XK120 1953, 17,065 miles, full restoration some years ago, 2003-2014 engine rebuilt, bare metal respray, excellent hood and screens, comes with full car cover, bills (all available). £120,000 TEL: 01981 550293 HEREFORDSHIRE



LAND ROVER RANGE ROVER 2 DOOR 1990, 120,000 miles, extremely rare, 1991 model year, 3rd registered keeper, full documentation with vehicle, only appreciating in value, very good condition. £26,500 OVNO TEL: 01324 814082 FALKIRK



JAGUAR XK120 REPLICA 2014, 3,200 miles, excellent re-creation by Nostalgia Cars Ltd, built by present owner, car completed in 2014, does not qualify for historic vehicle tax scheme, full history. £17,850 ONO TEL: 01697 320484 CUMBRIA



LAND ROVER RANGE ROVER OVERFINCH 2000, 75,390 miles, number 11 of 25, used as family transport from 2008 until 2010, inside and underside is clean and tidy, good tyres, new MoT. £17,500 ONO TEL: 01278 792267 SOMERSET



LAND ROVER SERIES II 1958, 45,123 miles, in great condition, full history, undergone a 1 year sympathetic restoration with full photography back in 2017, new parts, dry stored, great running order. £20,000 ONO TEL: 07515 643350 DEVON



MERCEDES-BENZ 230 SL 1965, 8,453 kilometres, owned it since October 2013, imported to UK from Sweden, 1 previous owner in Sweden, always in temperature regulated garage, no rust. £80,000 TEL: 07852 104315 WEST MIDS



LAND ROVER SERIES IIA 1968, 83,500 miles, very rare, assembled in South Africa, totally rebuilt in 2017/18 by Land Rover specialist in S.A., used by the SA defence force until 1982. £22,000 TEL: 07964 477253 CUMBRIA



MERCEDES-BENZ 280 1970, 89,500 miles, beautiful, rare, only one on the market with a bench seat, owned over 3 years, spent thousands restoring it, had full body respray in May. £24,000 TEL: 07849 972738 WEST MIDLANDS



LOTUS ESPRIT 74,700 miles, custom cream leather interior, S4 spoiler, current owner 6 years, lots of paperwork, genuine reason for sale, removable glass sunroof, any inspection welcome. £19,500 TEL: 07590 196750 SOUTHAMPTON



MERCEDES-BENZ 280SL PAGODA 1968, 58,000 miles, arctic white, superb contrasting interior, thousands spent through it's life, only used on summer days, original tool kit, www.peterjarvis.net £135,750 TEL: 01322 66908 KENT (T)



LOTUS ESPRIT STEPHENS X180 1989, 101,500 miles, owned this iconic car for 15 years, full service history, receipts file, handbook, no expense spared, runs perfectly, used regularly. £17,500 OVNO TEL: 01945 871135 CAMBS



MERCEDES-BENZ SL-CLASS 84,500 miles, looked after by me for over 4 years, totally pampered in that time, gleaming paintwork, totally rust and dent free, will give a full 12 months MoT. £14,995 TEL: 07976 368391 WORCS



MASERATI BITURBO 1989, 25,305 miles, likely the best in existence, one of 3 430 on the road, new water pump and cam belt just fitted, just been serviced, MoT'd with history. £13,495 OVNO TEL: 07547 406464 SOUTHAMPTON



MERCEDES-BENZ SL-CLASS 280 1985, 58,000 miles, beautiful, stamped history, full leather interior, I fully serviced it, pleasure to drive, will only rise in value, all issues fully sorted. £25,995 OVNO TEL: 07973 606000 LEICESTER



MERCEDES-BENZ 230 1966, 17,000 miles, lovely, old, beautiful, much admired car, sides and bonnet professionally bare metal and resprayed, professionally waxoiled, very solid. £14,950 TEL: 07850 993315 HERTS



MG BGT SERIES 3 1973, 46,000 miles, stunning British Racing Green with overdrive, restored 2002 £14k plus spent, unleaded, chrome wire wheels, consider p/ex. £14,500 TEL: 07761 389742 HAMPSHIRE



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BENTLEY 3 LITRE, 1924, Comprehensive restoration, owned by just 2 families from new, matching numbers.....£299,500



JAGUAR 3.8 FHC, FLAT FLOOR, 1961, LHD, recent nut and bolt restoration and matching numbers.....£149,950



BENTLEY AZURE, 2008, Just 1 owner from new covered 8k miles with FBSH. Superb colour combination.....£119,950



ROLLS ROYCE CORNICHE CONVERTIBLE, 1988, Just 36k miles from new with detailed comprehensive service history.....£69,950



ROLLS ROYCE SHADOW 11, 1978, Just 18k miles from new, recent recommissioning with excellent provenance.....£59,950



MG TD, 1952, Genuine RHD from new with only 36000 miles with hugely detailed history file. Virtually a 2 owner car.....£29,950



JAGUAR XK8 CONVERTIBLE, 1997, Demo plus 1 owner and just 19,000 miles, just like new.....DUE IN



JAGUAR XJ6 4.2 SOVEREIGN, 1985, Just 25k miles from new, last owner for 22 years, nice provenance.....£19,950



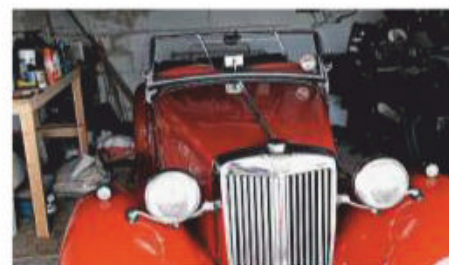
MG MGA 1960, 98,000 miles, fully restored over the last few years, body off bare metal respray, 5 speed gearbox conversion, full engine rebuild, complete rewire, 5 new tyres. £26,750 TEL: 01691 622874 SHROPSHIRE



MG TD 1953, 108,000 miles, lovely car, driving well with all new tyres, recent brakes shoes, cylinders, full weather equipment, good gearbox, drive train, nice trim. £19,500 OVNO TEL: 07841 679358 COUNTY DURHAM



MG MGB ROADSTER 1964, exceptionally well presented, competitive rally car with FIA papers (now expired), full harness seat belts, www.runnymede-motorcompany.com £34,950 TEL: 01753 644599 OR 07836 222111 THAMES VALLEY (T)



MG TD 1953, 41,000 miles, super condition, new engine, new 5 speed gearbox, new brakes, original seats, new chrome, good tyres, excellent runner, call for more details. £26,500 TEL: 07984 814592 EAST SUSSEX



MG MGC 1969, 47,000 miles, overdrive, chrome wire wheels, power steering, resprayed 2 years ago, new seats, adjustable shocks, stainless steel exhaust, huge history file. £19,000 OVNO TEL: 01513 276999 CHESHIRE WEST AND CHESTER



MG YB 1953, 12,570 miles, barn find, fully rebuilt, purchased in April 2018, new carpet/insulation, new wooden dash, new shell all round, new battery, runs very well. £18,950 OVNO TEL: 01905 776341 WORCS

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MG MGC GT 1969, 141,000 miles, good condition, rare, wire wheels, very good order, all to original specifications, MoT July 2019, 2 previous owners, service record from new, great drive. £17,750 OVNO TEL: 07853 722028 MILTON KEYNES



MINI 40TH ANNIVERSARY LE 1999, 23,000 miles, still in showroom condition, comes with full service history from new, unmarked coachwork, interior is superb, not been modified, great fun to drive. £14,950 TEL: 07472 865776 KENT



MG MIDGET 1973, 99,000 miles, fully restored, built to highest specification, over 2000 dedicated hours have gone in to restoring this classic car, 1 years MoT, brand new parts. £13,000 TEL: 07930 053084 GREATER LONDON



MORRIS MINOR 1962, 28,272 miles, red roof and interior, excellent condition, runs well, recently refurbished, 1098cc engine fitted in Feb 2019, please call for more information. £15,500 TEL: 07718 945143 WEST YORKSHIRE



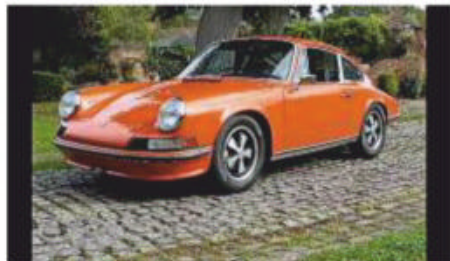
MG TD 1953, 800 miles, Recently imported from US, in really good condition, fully serviced in March 2019, matching numbers, new V5 very shortly, no corrosion, super condition. £15,499 TEL: 07493 772766 WARWICKSHIRE



PACKARD SIX 4 DOOR TOURING SEDAN 1939, 27,406 miles, original, UK supplied, matching numbers, recent full engine rebuild, turns heads anywhere it goes, restored five years ago, history file. £26,500 TEL: 01772 454129 LANCOS



PORSCHE 911 CARRERA AUTO 993 1995, 40,749 miles, 1 private owner, power steering, complete toolkit, history folder, MoT until 4th March 2020 no advisories, HPI check, www.panoramabay.co.uk £62,995 TEL: 01202 709407 OR 07785 500990 DORSET (T)



PORSCHE 911 E 1973, rare example of an extremely original early 911, fully restored, excellent mechanical condition, driven regularly and maintained to a high standard, www.runnymedemotorcompany.com £89,950 TEL: 01753 644599 OR 07836 222111 THAMES VALLEY (T)



PORSCHE 911 TARGA 1975, 71,000 miles, imported this rust free car from California last year, spent in excess £6,000, full service, new tyres, one Hollywood movie star owner, honest. £37,500 TEL: 07973 358618 GREATER LONDON



PORSCHE 928 GT 1991, 156,353 miles, fabulous much loved example, just completed a no expense spared restoration, 4 owners from new, matching numbers, MoT April 2020. £40,000 TEL: 07970 097606 GREATER LONDON



PORSCHE 928 GTS 1994, 94,225 miles, an OCD restoration, bought car in 1998, 4 years old, two previous owners, used as my everyday car until 2004, will be sold with current MoT. £55,000 OVNO TEL: 07802 202222 BUCKS



PORSCHE 928 SE/SPORT/CS 1988, 58,000 miles, uber rare, meticulously maintained, owned since 2012, massive history file, unrestored, original car in fine condition, every receipt/MoT in my ownership. £74,928 TEL: 07966 207865 SURREY



PORSCHE 944 S2 CABRIOLET 1990, 52,000 miles, all MoT's, serviced, fluids changed and all new belts by Porsche specialist in Oct 19, unused original tool kit, MoT Apr 20, full history. £12,995 TEL: 07870 222653 SURREY



PORSCHE 968 1993, 117,000 miles, stunning, rare, appreciating classic, recently refurbished, original unmarked alloys, new MoT with no advisories. £17,500 TEL: 07887 633749 GREATER LONDON



PORSCHE 993 TURBO 1996, 125,600 miles, specially ordered from factory, Midnight Blue metallic, marble grey soft ruffled leather, every conceivable option extra fitted, MoT Oct 19. £79,995 TEL: 07966 454645 WEST YORKSHIRE



PORSCHE 996 TIPTRONIC S 2000, 69,000 miles, best classic, absolutely stunning, FSH, interior is the best out and doesn't look like it has been used, no expense spared, enjoyable to drive. £16,400 OVNO TEL: 07815 190112 STAFFS



PORSCHE CAYMAN S 987 2007, 62,500 miles, immaculate bodywork, fabulous drive, MoT end July 2020, superb condition, full service history, Porsche alloy wheels, personal reg included. £14,250 ONO TEL: 07743 644107 LANCS



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ROLLS-ROYCE SILVER SHADOW II 1978, 78,000 miles, excellent condition, no mechanical faults, drives perfectly, full service history, good bodywork, fresh MoT (no advisory), private reg. £25,000 TEL: 07593 584205 BERKS



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ROLLS-ROYCE SILVER SHADOW 89,000 miles, bare metal respray, refurbished interior, brakes overhauled, stamped service history, purchased this car some years ago, new carpets, drives beautifully. £20,500 OVNO TEL: 07748 050700 WEST SUSSEX



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TRIUMPH STAG 1972, 39,000 miles, bought in 2005, complete with hard/soft top, used regularly, MoT till 28.5.20 (not required by law), tax exempt certificate, very nice, reliable. £13,995 OVNO TEL: 07887 531952 OXFORDSHIRE



TRIUMPH TR6 2.5 1970, 2,900 miles, full body off chassis restoration completed 2009, chrome wire wheels including unused spare, exceptional condition throughout, drives superbly. £26,500 TEL: 07392 053386 STAFFS



VOLKSWAGEN BEETLE 1979, 28,000 miles, rare, in excellent condition, 1.6 injection, hood in outstanding condition, superb interior, all taxes paid, MoT Nov 2019, only 400 produced. £14,750 TEL: 07970 490687 LANCs



ROLLS ROYCE SILVER SERAPH 1999, 36,00 miles, in Fountain Blue, whitewall tyres, parking sensors, Magnolia interior pipes in French Navy, FSH, immaculate throughout, www.hanwells.net £46,950 TEL: 02085 679729 LONDON (T)



TRIUMPH TR2 1955, 38,350 miles, excellent immaculate condition, fully documented 3 year restoration completed 2017, original, chassis galvanised and painted, sold with new MoT. £33,500 TEL: 07799 335711 COUNTY DURHAM



TVR CHIMAERA 70,000 miles, massive history file, invoices exceeding £30,000, during my ownership of almost 5 years the car has been totally reliable. £16,500 ONO TEL: 07929 386804 BRIDGEND



VOLKSWAGEN CAMPERVAN 1971, 59,000 miles, stunning, original, imported from South Africa in 2007, rare right hand drive model, tax exempt, 11 months MoT (to End of June 2020), 3 owners. £25,900 OVNO TEL: 07966 362620 ESSEX



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TVR GRANTURA 1962, complete restoration, stunning in every respect, I will not attempt to describe the condition or the work carried out, too much to list, big history file. £29,990 TEL: 07990 841093 DENBIGHSHIRE



VOLKSWAGEN KARMANN GHIA 1970, 60,000 miles, MoT till July 2020, garaged, driven rarely, beautiful interior, metallic red bodywork, service history for last ten years, no record of original import. £18,000 TEL: 01843 861216 KENT



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TRIUMPH DOLOMITE 2 LITRE 1937, 109,204 miles, rare, mechanically sound, running well, £10,000 spent on it in materials alone, engine was completely reconditioned, box file of records. £25,000 ONO TEL: 01327 262979 NORTHAMPTONSHIRE



TRIUMPH TR4A IRS 1965, 90,000 miles, beautiful, engine rebuilt 500 miles ago, new leather seats, e/start, new wiring, £1000's of receipts, MoT May 2019, new Jag forces sale. £22,500 ONO TEL: 01159 313529 NOTTS



TVR V8 3500M 1972, 29,000 miles, unique piece of TVR's history, in excellent condition, complete with comprehensive history file, total restoration undertaken in Dec 2005. £37,500 TEL: 07939 901911 DEVON

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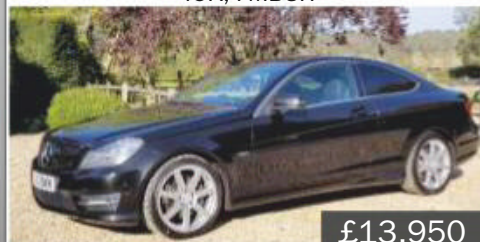
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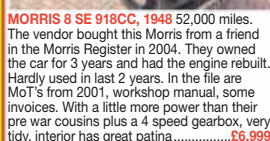
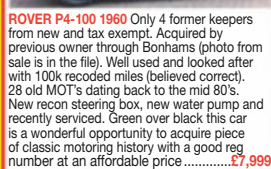
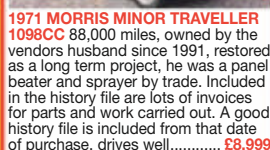
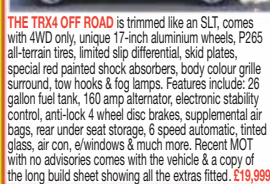
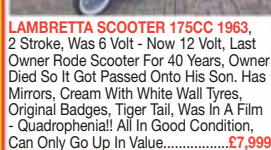
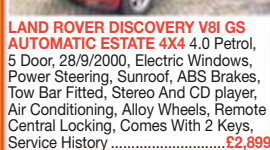
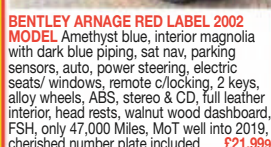
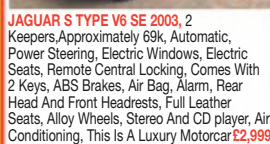
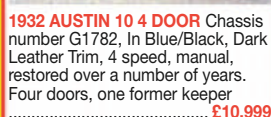
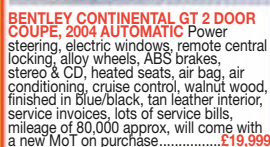
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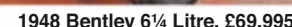
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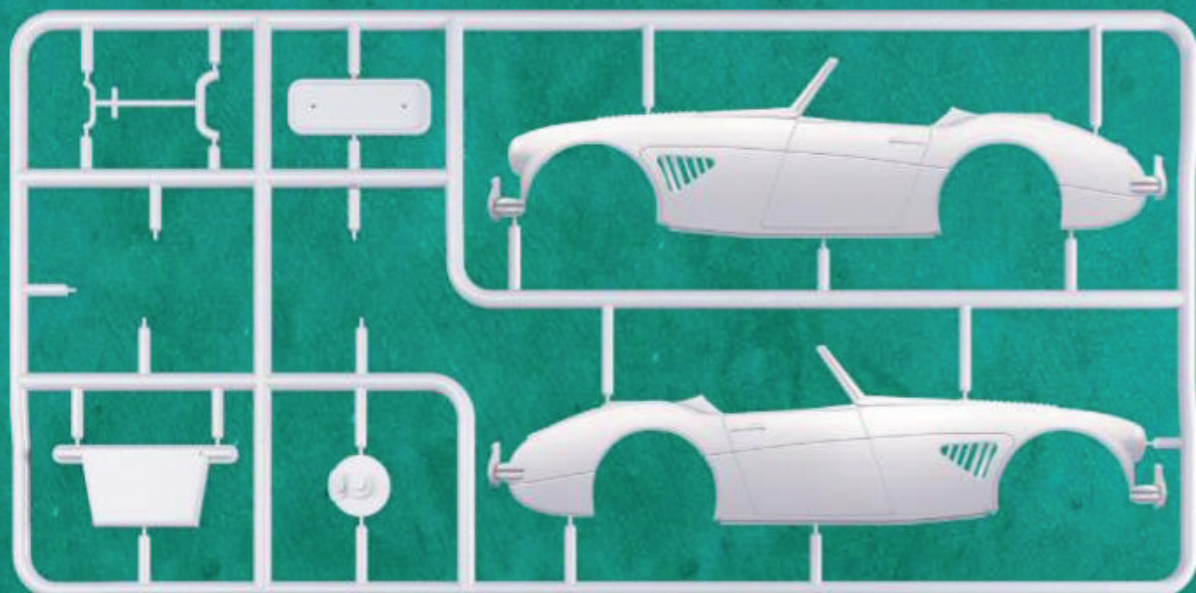
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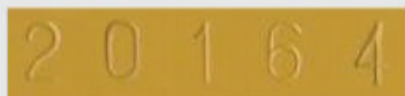
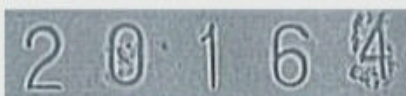
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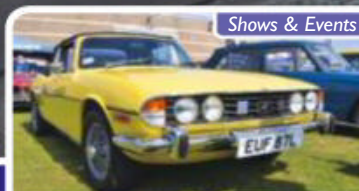


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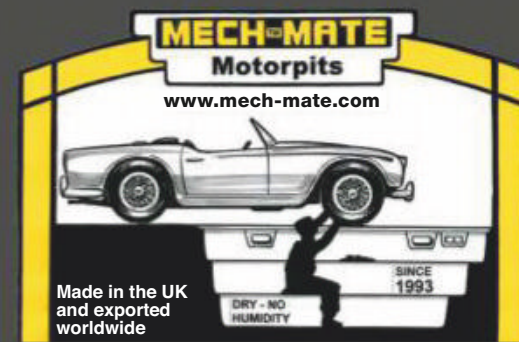
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NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change					
			Mint	Good	Rough								
ABARTH													
Abarth Club GB (01869 340289)													
Zagato 750	57-61	92,500	79,500	60,000	45,000	747	95						
595, 595SS, 695SS	63-71	45,000	32,000	20,000	12,500	595	80						

AC								
AC Owners' Club (01904 793563)								
2-litre	47-56	15,500	11,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	31,000	22,500	14,000	9000	1991	83	
Ace (AC engine)	54-63	265,000	200,000	135,000	90,000	1991	102	
Ace-Bristol	56-63	300,000	220,000	155,000	100,000	1971	118	
Ace-Ford	61-63	320,000	235,000	165,000	105,000	2553	120	
Aceca-AC	54-63	138,500	99,000	65,000	45,000	1991	104	
Aceca-Bristol	56-63	150,000	105,000	75,000	52,000	1971	128	
Greyhound	59-63	82,500	60,000	35,000	20,000	1971	107	
Cobra MkI/II/289	62-69	800,000	675,000	525,000	425,000	4727	138	▼
Cobra 427	65-67	1m	775,000	575,000	475,000	6998	145	
428	67-73	157,500	120,000	90,000	60,000	7014	143	▲
428 con	67-73	182,500	135,000	105,000	70,000	7014	143	▼
3000 ME	79-84	15,500	11,500	7500	5000	2994	125	
Cobra MkIV	83-89	99,500	80,000	60,000	42,500	4942	134	▲
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140	

ALFA ROMEO								
Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.75m	1.3m	1m	900,000	1754	95	
6C 2300 Touring	33-37	1.15m	925,000	775,000	625,000	2309	94	▲
1900C Sprint	51-55	195,000	157,500	107,500	80,000	1884	112	
1900C Super Sprint	55-58	225,000	170,000	120,000	85,000	1975	112	
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	22,500	15,000	7500	4000	1290	103	
Giulietta/Giulia Sprint	55-64	57,500	42,500	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	70,000	47,500	30,000	20,000	1570	108	
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	32,500	1570	120	
2000 Spider	58-62	95,000	65,000	32,500	19,000	1975	111	
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124	
2600 Sprint	62-66	46,500	35,000	17,500	8000	2584	125	
SZ-1	60-62	395,000	325,000	270,000	200,000	1290	120	▲
TZ-1	63-65	1m	850,000	750,000	600,000	1570	124	▲
Giulia Ti/Super	62-74	20,500	14,500	7250	3400	1570	105	
1750/2000 Berlina	68-76	12,000	8000	3600	1800	1962	115	
Giulia Sprint GT/Veloce	63-68	42,500	32,500	17,500	9000	1570	112	▲
Giulia GTA 1300/1600	65-71	250,000	195,000	150,000	105,000	1570	115	
GT Junior	66-77	25,000	17,250	8250	4400	1570	115	
1750/2000 GTV	67-77	30,000	22,500	12,000	6000	1962	118	
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110	
Duetto/1750 rtail	66-69	48,500	33,500	20,000	10,000	1570	113	
Spider S2	69-82	24,500	15,500	7000	3000	1962	119	
Spider S3	82-89	12,500	8000	3500	1650	1962	114	
Spider S4	89-93	14,250	10,000	4650	2400	1962	114	
Montreal	70-77	70,000	50,000	30,000	20,000	2593	132	▲
Alfasud/Alfasud Ti	72-83	8750	6000	2650	1000	1286	103	
Alfasud Sprint	76-90	9750	6950	3250	1400	1490	104	
Alfetta sal	72-84	9000	6000	3000	900	1962	113	
GTV 2000	76-87	14,500	9750	4500	1850	1962	118	
GTV6	81-87	20,000	13,000	5750	2250	2492	130	
75 sal	86-92	10,000	7000	3000	1400	2959	135	▲
164 2.0 TS	88-98	5000	4000	1900	900	1962	130	
164 3.0 V6	88-98	7200	4500	2400	1200	2959	147	
SZ/RZ	89-94	47,500	36,500	20,000	15,000	2959	153	
155	92-97	4500	3000	1400	800	1970	127	

NE GUIDE DENOTES NEW ENTRY TO PRICE	Private sale							
	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
	155 V6	92-96	6500	4000	2100	1100	2498	140
	Spider 2.0 TS	96-02	4250	2750	1250	475	1970	131
	GTV 2.0 TS	96-02	3750	2000	850	300	1970	134
	GTV 3.0 V6	98-02	5500	3750	1600	650	2959	148
	GTV V6 Cup	01-02	10,000	8000	5000	2500	2959	148

ALLARD								
Allard Owners' Club (01438 773428)								
K1	46-50	92,500	63,500	47,500	30,000	3622	100	
K2	50-53	100,000	80,000	60,000	40,000	3917	102	
K3	52-54	125,000	95,000	70,000	50,000	4375	96	
L/M	46-53	55,000	37,500	22,500	15,000	3622	86	
P	49-52	42,000	31,500	16,000	9000	3622	90	
J2/J2X	50-54	275,000	220,000	165,000	130,000	4375	130	

ALPINE-RENAULT								
Club Alpine-Renault (01902 895590)								
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	35,000	25,000	17,000	10,000	1605	130	
A310 V6	77-86	36,500	27,500	19,000	12,000	2664	137	
GTA	85-91	10,250	8000	4000	2400	2849	139	
GTA Turbo	85-91	12,750	10,500	5500	3000	2458	149	▲

ALVIS								
Alvis Owner Club (01892 832118); Alvis Register (01483 810308)								
Speed 20 Tourer	32-36	140,000	115,000	85,000	65,000	2762	90	
Speed 25 Tourer	37-40	175,000	150,000	120,000	80,000	3571	85	
4.3 Litre Tourer	37-39	170,000	127,500	110,000	90,000	4387	100	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72	
TA21/TC21/100	50-55	25,000	17,500	10,000	5000	2993	100	
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95	
TD21	56-63	35,000	26,000	14,000	8000	2993	104	
TD21 convertible	56-63	80,000	57,500	32,500	20,000	2993	102	
TE/TF21	63-67	42,000	30,000	17,000	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	37,500	24,000	2993	107	

AMPHICAR								
IAOC (amphicar.com)								
770	61-65	50,000	35,000	25,000	16,000	1147	70	

ARMSTRONG SIDDELEY								
Armstrong Siddeley Owners' Club (0121 459 0742)								
Lancaster	46-52	12,500	9000	5000	2750	1991	70	
Hurricane dhc	46-53	20,000	15,000	8500	5500	1991	70	
Typhoon coupé	46-50	16,000	11,250	7000	4250	1991	70	
Whitley	50-53	14,500	9500	4750	2650	2309	85	
Sapphire 346	53-59	16,000	11,500	6000	3000	3435	100	
Sapphire 234/236	56-58	16,000	12,000	6250	3250	2309	97	
Star Sapphire	58-60	21,000	15,000	7000	4000	3990	104	

ASTON MARTIN		Aston Martin Owners' Club (01865 400400)						
DB2	50-53	250,000	170,000	127,500	85,000	2580	110	
DB2 con	51-53	325,000	255,000	185,000	140,000	2580	109	▲
DB2/4 MkI/II	53-57	185,000	145,000	95,000	65,000	2580	120	▲
DB2/4 con	53-57	300,000	230,000	170,000	130,000	2580	120	▲
DB3S	53-56	5.1m	4.4m	3.8m	n/a	2922	145	▼
DB MkIII	57-59	210,000	160,000	120,000	85,000	2922	120	▲
DB MkIII con	57-59	465,000	395,000	320,000	250,000	2922	120	
DB4	58-63	450,000	370,000	280,000	210,000	3670	141	
DB4 Vantage	61-63	550,000	450,000	365,000	275,000	3670	149	▼
DB4 con	61-63	875,000	790,000	650,000	550,000	3670	140	
DB4 GT	60-63	2.8m	2.3m	1.8m	1.4m	3670	155	▼

Price Guide

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			Top speed	Price change
				Mint	Good	Rough		
3-litre	68-71	8000	5750	3000	1600	2912	106	
1800/2200	64-75	4500	2850	1200	600	1798	96	
Maxi	69-79	3500	2500	1000	400	1748	101	
Allegro 1100-1500	73-82	2350	1400	675	350	1275	87	▲
Allegro 1750/Sport TC	73-75	2750	1750	800	450	1748	104	
Seven/Mini Mkl	59	29,000	24,000	18,000	13,000	848	71	
Mini Mkl	60-67	13,000	10,000	6250	3750	848	71	▲
Mini MkII	67-69	6000	4000	1850	1000	998	79	
Mini MkIII-V	70-90	4850	3200	1400	800	998	82	
Mini Cooper 997/998	61-69	24,000	16,500	9000	6000	998	90	
Mini Cooper 1071S	63-64	40,000	31,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	▲
Mini Cooper 1275S	64-67	40,000	30,000	20,000	13,500	1275	96	
Mini C'r 1275S MkII/III	67-71	32,000	22,500	14,000	9500	1275	96	
Mini Moke	64-85	19,500	14,500	8000	4500	998	70	▼
Mini 1275GT	69-80	11,250	8000	4250	2000	1275	89	
Mini Clubman	70-80	4750	3250	1500	750	1098	82	

AUSTIN-HEALEY			Austin-Healey Club, 4 Saxby St, Leicester LE2 0ND					
100 BN1/2	53-56	65,000	47,500	32,000	20,000	2660	103	
100M	55-56	142,500	112,500	80,000	50,000	2660	109	
100S	55	675,000	560,000	475,000	400,000	2660	119	
100/6 BN4/6	56-59	50,000	37,500	24,000	13,500	2639	105	
3000 MkI	59-61	54,000	38,500	25,000	13,000	2912	112	
3000 MkII BN7	61-62	68,000	47,500	32,000	22,000	2912	117	
3000 MkII BT7, BJ7	62-64	57,500	42,000	27,500	15,000	2912	117	
3000 MkIII	64-68	65,000	48,500	30,000	17,500	2912	121	▲
'Frogeye' Sprite MkI	58-61	21,500	15,000	7000	4000	948	82	▲
Sprite MkII/III/IV	61-71	11,000	7000	3000	1250	1275	96	

AUTOBIANCHI					(autobianchi.org)		
Bianchina Trans/Cab 57-68	29,000	21,500	14,500	9750	499	68	

Bentley				Bentley Drivers' Club (01295 738886)			
3-litre Tourer	22-25	500,000	275,000	200,000	155,000	2996	▼
4.5-litre Tourer	27-31	1.2m	800,000	575,000	365,000	4398	92
6.5 Litre Speed Six	28-30	3.5m	3m	2m	1.2m	6597	86
4.5 Litre 'Blower'	29-31	11m	8m	4.5m	2.85m	4398	98
8 Litre	29-31	2.65m	1.75m	850,000	500,000	7982	101
Derby 3.5 Park Ward	33-37	115,000	80,000	50,000	29,500	3669	91
Derby 3.5 coachbuilt	33-37	275,000	185,000	90,000	42,500	3669	▼ 91
Derby 4.25 PW	36-39	130,000	90,000	54,000	32,500	4257	▼ 96
Derby 4.25 coachbuilt	36-39	350,000	235,000	120,000	45,000	4257	▼ 96
MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,500	8750	4566	▲ 100
MkVI con	51-52	125,000	85,000	42,500	27,500	4566	▲ 100
R-type saloon	52-55	40,000	30,000	17,500	9500	4566	▼ 106
Coachbuilt saloons	52-55	57,500	39,500	19,500	12,500	4566	106
Coachbuilt con	52-55	155,000	120,000	65,000	37,500	4566	▼ 106
R-type Continental	52-55	950,000	775,000	575,000	450,000	4566	▼ 115
S1/S2 saloon	55-62	42,500	30,000	17,000	8250	4887	101
S1 Continental Mulliner	55-59	450,000	325,000	190,000	150,000	4887	▲ 115
S1 Cont PW coupé	55-59	337,500	250,000	140,000	110,000	4887	▼ 114
S1 Cont P Ward con	55-59	750,000	600,000	300,000	200,000	4887	▼ 114
S2 Cont Mulliner	59-62	275,000	195,000	120,000	80,000	6230	115
S2 Park Ward con	59-62	375,000	275,000	150,000	90,000	6230	▲ 115
S2 Flying Spur	59-62	187,500	140,000	75,000	50,000	6230	▼ 120
S3 saloon	62-65	46,500	32,500	18,500	9000	6230	116
S3 MPW 2dr coupé	62-65	205,000	155,000	90,000	60,000	6230	▲ 120
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	▲ 116
S3 Flying Spur 4dr	62-65	170,000	120,000	75,000	50,000	6230	▼ 118
T1 saloon	65-76	17,500	13,000	6500	2500	6750	120
T2 saloon	77-80	16,000	12,000	6000	2250	6750	120
MPW/Corniche coupé	66-80	42,500	32,500	21,000	10,000	6750	120
MPW/Corniche conv	67-85	54,000	42,500	28,500	16,000	6750	118
Mulsanne/Eight	80-92	12,500	10,000	5500	2000	6750	119
Mulsanne Turbo	82-86	14,000	10,500	6000	2400	6750	▼ 135
Turbo R/RL	85-97	16,500	12,500	6250	2200	6750	▲ 135
Turbo RT	95-97	18,500	14,500	10,000	5000	6750	152
Continental MPW conv	84-94	67,500	55,000	37,500	22,500	6750	140
Continental R	91-02	39,500	29,500	22,500	16,500	6750	151
Continental T	96-02	61,500	50,000	39,500	32,000	6750	175
Brooklands	92-98	15,500	12,000	9000	5250	6750	140
Azure	95-03	60,000	50,000	40,000	32,500	6750	150

BERKELEY				Berkeley Enthusiasts' Club (01483 475330)			
Sports SA322/SE328	56-58	8500	6000	3600	2250	328	65
Sports SE492	58-59	12,000	7000	3750	2500	492	80
B95/B105	59-61	12,500	7500	4250	2750	692	90
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60

BIZZARRINI (isobizclub.com)							
5300GT Strada	65-69	600,000	525,000	450,000	375,000	5354	165

BMW					BMW Car Club (01225 709009)		
328	36-39	700,000	550,000	450,000	375,000	1971	100

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
				Mint	Good	Rough			
503 coupé		56-59	160,000	120,000	85,000	60,000	3168	115	
507		56-59	1.9m	1.65m	1.4m	1.1m	3168	135	
Isetta 250/300		55-65	18,000	13,000	9000	5750	298	60	
600		58-59	26,000	20,000	15,000	9000	585	65	
2000/ti lux/tii		66-72	13,500	10,000	4500	2200	1990	105	
1600/1602/1502		66-77	13,000	9500	4250	2000	1573	100	
2002/Touring		68-75	13,000	8500	4250	2400	1990	112	
2002 cabrio/targa		71-74	18,500	14,000	7000	3000	1990	110	
2002tii		71-75	29,500	20,000	10,000	4500	1990	120	
2002 turbo		73-74	92,500	70,000	47,500	30,000	1990	130	
2800CS/CSA		69-71	24,000	16,500	9750	5000	2788	120	▼
2500/2800/3.0/3.3		69-77	12,500	8250	3500	1750	2494	110	
3.0CS/CSi		71-75	45,000	28,500	18,500	12,500	2985	130	▲
3.0CSL		72-75	125,000	97,500	60,000	37,500	3003	134	
3.0CSL 'Batmobile'		72-75	250,000	200,000	150,000	100,000	3153	138	
633/628 CSi		76-87	9500	6500	3000	1500	3210	132	
635CSi		78-89	15,500	10,000	4500	2400	3453	140	
M635CSi		85-89	28,500	20,000	14,000	7500	3453	158	▲
M1		79-80	330,000	260,000	185,000	150,000	3453	162	
323i (E21)		77-82	9900	6950	3400	1650	2315	126	▲
320/325 Baur cabrio		81-85	12,000	7500	3500	1750	2495	135	
5-series (E12)		75-81	10,500	7500	3500	1500	2788	133	
M535i (E12)		80-81	24,000	18,500	11,000	5000	3453	139	▼
5-series (E28)		81-87	10,000	7000	3000	1250	2788	146	
M535i (E28)		85-87	13,500	9750	4750	2250	3453	152	▲
M5 (E28)		85-88	50,000	35,000	17,500	10,000	3420	152	▲
5-series (E34)		88-95	4000	3000	1600	700	3982	149	▲
M5 (E34)		88-95	16,500	11,500	6000	3750	3535	155	
M5 (E39)		98-04	19,000	13,000	8500	6000	4941	155	▼
325i sal (E30)		85-91	6750	4250	2000	1000	2494	130	
325i Sport (E30)		89-91	21,000	15,000	7500	3500	2494	133	
3-series (E30) conv		86-93	9000	6750	3000	1250	2494	130	
M3 (E30)		86-90	50,000	40,000	27,500	17,500	2302	143	
M3 Evo II (E30)		88	65,000	50,000	35,000	26,000	2302	143	
Z1		86-91	42,000	26,000	17,000	10,000	2494	140	
840/850 coupé		90-99	14,000	10,000	5000	2500	4941	155	
850CSi		92-96	45,000	37,500	29,500	20,000	5576	155	▼
M3/Evo (E36)		92-99	18,000	14,000	9250	5100	3201	155	▼
Z3 4-cyl		96-01	3400	2500	1300	590	1895	127	▼
Z3 6-cyl		96-02	5900	4000	2000	1100	2793	139	▼
Z3M Roadster		98-02	18,500	14,000	9250	6400	3201	155	▼
Z3M Coupe		98-02	30,000	22,500	14,000	8500	3201	159	
Z8		00-03	140,000	115,000	87,500	65,000	4941	155	
M3 (E46)		01-06	21,000	16,000	10,000	5500	3246	155	
M3 CSL (E46)		03-05	44,000	40,000	36,500	32,500	3246	155	

BOND				Bond Owners' Club (0121 784 4626)			
Minicar MkA-G	48-65	6000	4250	1900	900	250	55
GT2+2	63-64	6600	4500	1850	850	1147	83
GT4S	64-70	5100	3750	1750	800	1296	92
Equipe GT	67-70	7000	5000	1600	700	1998	100
Bug	70-74	9000	6500	3400	2000	701	75

BORGWARD				Borgward Drivers' Club (01536 510771)			
Isabella TS	54-61	10,000	7500	4000	2000	1493	93
Isabella coupé	55-61	28,500	20,000	12,000	7000	1493	98

BRISTOL	Bristol Owners' Club (01403 784028); Owners & Drivers Assn (bristoloda.com)							
400	47-50	70,000	50,000	30,000	20,000	1971	92	
401, 403	49-55	59,000	42,000	24,000	15,000	1971	94	
Arnolt-Bristol	54-61	275,000	230,000	175,000	110,000	1971	109	
404	54-55	72,500	52,500	35,000	22,000	1971	110	
405 saloon	54-56	51,000	34,000	17,500	10,500	1971	94	
405 con	55	100,000	80,000	45,000	30,000	1971	100	
406	58-61	41,250	28,000	14,000	9000	2216	104	
407, 408, 409	62-69	37,500	26,000	13,500	8250	5130	122	
410, 411	69-76	46,000	32,000	16,000	10,000	5900	140	
412, Beaufighter	76-93	35,000	20,000	12,000	6500	5900	150	
603,Britannia,Brigand	76-94	32,000	22,000	12,000	7500	5900	150	

BUGATTI		Bugatti Owners' Club (01242 662914)						
Type 57 Galibier sal	34-39	275,000	220,000	160,000	120,000	3257	95	
Type 57 Ventoux 2dr	34-39	450,000	360,000	275,000	175,000	3257	95	
Type 57 Stelvio con	34-39	650,000	525,000	360,000	200,000	3257	96	
Type 57 Atalante cpe	35-38	1.5m	1.2m	850,000	550,000	3257	100	
Type 57S Atalante cpe	36-38	8m	7m	6.5m	6m	3257	115	
EB110	92-95	600,000	475,000	375,000	250,000	3499	209	
Veyron	05-11	1.15m	975,000	840,000	n/a	7993	253	

CATERHAM					Lotus Seven Club (01483 277171)		
Seven (sp)	73-91	17,500	12,500	8000	5250	1599	110

CHEVROLET	Classic Chevrolet Club (01376 552478); Corvette Club (01702 200881)						
Corvette roadster	53	145,000	105,000	65,000	47,500	3800	107
Corvette roadster	54	70,000	50,000	32,500	24,000	3800	107

 DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
Corvette	55-57	68,000	50,000	30,000	20,000	4343	119	
Corvette	58-60	77,500	57,500	32,500	22,500	4639	130	
Corvette	61-62	67,500	50,000	29,000	20,000	5359	132	
Corvette S-W coupe	63	80,000	60,000	35,000	24,000	5359	142	
Corvette Sting Ray	63-67	65,000	50,000	25,000	17,500	5359	142	
Camaro	67-69	26,000	19,000	9500	5000	5735	130	
Camaro conv.	67-69	27,500	21,000	14,000	8000	5735	130	
Corvette Stingray	68-72	30,000	22,500	13,000	5750	6997	151	
Corvette Stingray	73-77	24,000	15,000	9000	4000	5737	125	
Corvette	77-82	15,000	11,000	6750	3750	5733	125	
Corvette C4	84-96	11,000	8750	4500	2200	5733	145	
Corvette ZR1	90-95	18,500	15,000	12,500	9500	5727	180	

CISITALIA (cisitalia.net)							
202 coupe	47-54	240,000	175,000	140,000	120,000	1089	105

CITROËN		Citroën Car Club (07 000 248258)					
Light 15/Big 15	35-55	20,000	14,000	8000	4000	1911	72
2CV 'ripple'	48-60	14,000	10,000	5000	2500	425	49
2CV	60-90	8000	5000	2500	1250	602	71
Ami	61-78	5200	3600	1800	900	602	75
Dyane	68-85	4500	3000	1500	750	602	78
DS19/ID19	56-68	20,000	14,000	6000	2250	1911	88
Safari estate	59-75	26,500	17,000	8000	3000	1911	88
DS décapotable	63-78	195,000	150,000	100,000	65,000	2175	100
DS20/21/23	68-75	32,000	20,000	8000	3500	2347	109
DS21/23 EFi	70-75	37,500	25,000	12,500	5500	2347	120
SM V6	70-75	57,500	40,000	22,500	12,500	2670	135
GS/GSA	70-85	4000	2650	1100	550	1220	100
CX	74-89	6500	4000	1750	750	2165	115
CX Prestige	77-89	8000	5000	2400	1000	2347	116
CX GTi/GTi turbo	77-89	9500	6500	3250	1400	2347	137
BX GTi 16V	87-93	5250	3500	1750	900	1905	130

CLAN								Clan Owners' Club (01656 744741)	
Crusader coupé	71-74	5500	3750	1650	800	875	102		

DAF	DAF Owners' Club, 56 Ridgedale Rd, Bolsover, Chesterfield, Derbys S44 6TX						
55 Marathon coupé	68-72	3500	2250	950	500	1108	83

DAIMLER	Daimler & Lanchester Owners' Club (01253 352076)							
DB18/Consort	39-53	10,000	7250	3650	1650	2522	76	▲
DB18 con	39-50	29,000	20,000	10,000	5000	2522	76	
DB18 Sports Special	49-53	33,500	24,500	14,500	8500	2522	80	
Conquest/Century	53-58	8750	6000	2750	1300	2433	90	
Conquest Rdster/DHC	54-57	33,000	24,000	15,000	9000	2433	100	
104/Majestic	56-62	8500	6000	3000	1250	3794	100	
Majestic Major	60-68	20,000	15,000	7500	3000	4561	119	
SP250 sports	59-64	47,500	35,000	20,000	14,000	2548	123	
2½-litre/V8 250	62-69	19,500	13,500	6250	2750	2548	112	
Sovereign (420)	66-69	16,500	12,500	5750	2500	4235	117	▲
Sovereign (Xj6) SI	69-73	12,500	7500	3300	1200	4235	120	
Double-Six SI	72-73	15,000	10,250	4750	2000	5343	140	
4.2 coupé	75-78	24,500	14,500	7250	4500	4235	120	▲
Double-Six Coupé	75-77	26,500	16,500	9250	5000	5343	140	
Sovereign SI/III	73-86	9000	6000	1850	750	4235	126	
Double-Six SI/III	74-86	11,000	7250	3500	1300	5343	150	

DATSUM	Datsun Owners' Club (01342 321000); Z Club (01782 873374)						
240Z	69-74	25,000	17,500	9500	6000	2393	125
260Z	74-79	20,000	15,000	7000	3500	2565	127
280ZX/2+2	78-83	7500	5000	2200	950	2753	111
240K Skyline	73-81	19,500	13,000	7000	4000	2392	112

DELAHAYE		The Delahaye Club (clubdelahaye.com)						
135M/MS Coupé	35-39	485,000	350,000	200,000	100,000	3557	n/a	
135M/MS Cabriolet	35-39	600,000	440,000	265,000	125,000	3557	n/a	
135M/MS Coupé	46-53	175,000	125,000	75,000	47,500	3557	n/a	
135M/MS Cabriolet	46-53	275,000	170,000	110,000	80,000	3557	n/a	
235 Chapron coupé	51-54	100,000	75,000	45,000	20,000	3557	120	

Dellow Register, 4 Roumelia Lane, Bournemouth, Dorset BH5 1ET							
Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65

DELOREAN		DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)						
DMC-12 coupé	81-82	30,000	24,000	16,250	10,500	2849	109	

De Tomaso				De Tomaso Drivers' Club (01226 321686)			
Mangusta	67-72	220,000	195,000	150,000	110,000	4727	150
Pantera	72-89	110,000	67,500	36,500	22,000	5763	160
Deauville	70-88	27,500	20,000	11,000	5500	5763	150
Longchamp	72-89	37,500	30,000	15,000	8000	5763	150

DKW				DKW Owners' Club (01224 743429)			
Sonderklasse/3=6	53-59	20,000	15,000	7500	3500	896	76

NE GUIDE Denotes New Entry to Price								
	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1000SP/A Union sp	58-65	17,500	12,500	6500	3750	980	82	
1000/1000S sal/cpé	58-63	10,000	6750	3400	2000	980	80	
F102 saloon	64-66	4750	3250	1750	900	1175	84	

DODGE								
Viper RT 10/GTS	92-02	38,500	29,000	21,000	16,000	7974	165	

ELVA								
Elva Owners' Club (01903 823710)								
Courier sports/cpé	58-61	27,500	21,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	30,000	22,000	12,500	7000	1798	110	

FACEL VEGA								
Facel Vega Car Club (01621 818608)								
FV 4.5/4.8/5.4/5.8	54-59	200,000	130,000	95,000	65,000	5801	125	
HK500	59-61	225,000	165,000	120,000	75,000	6286	130	
Facel II	62-64	330,000	255,000	185,000	140,000	6286	132	
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	

FAIRTHORPE								
Fairthorpe Sports Car Club (01895 256799)								
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	4500	3250	1850	750	1998	112	

FERRARI								
Ferrari Owners' Club (01485 544500)								
166MM Barchetta	48-50	4.5m	4m	3.4m	3m	1995	125	▼
166 Inter	48-51	1m	750,000	550,000	400,000	1995	115	
212 Inter	51-52	1.25m	950,000	750,000	650,000	2562	120	
340 America	51	3m	2.65m	2.25m	1.6m	4101	136	▼
250 Europa SI/SII	53-55	1.45m	1.25m	1.05m	900,000	2963	126	▼
410 Superamerica	56-59	4.2m	3.5m	2.8m	2.4m	4962	165	▲
250GT Boano/Ellena	56-59	725,000	600,000	450,000	300,000	2953	157	
250GT Cabrio S1	57-59	4.95m	4m	3.25m	3m	2953	155	▼
250GT Berlinetta TdF	57-59	5m	4.25m	3.75m	n/a	2953	143	
250GT PF coupé	58-62	600,000	450,000	350,000	230,000	2953	145	
250 Cal' Spider lwb	58-62	8m	7m	5.5m	4.5m	2953	155	▼
250 Cal' Spider swb	60-63	13m	12m	11m	n/a	2953	149	
250GT SWB (steel)	60-63	6.75m	6.35m	5.85m	5.5m	2953	150	
250GT SWB (alloy)	59-62	9m	7.75m	7m	6.5m	2953	155	
250GT Cabrio Se2	60-62	1.2m	1m	850,000	700,000	2953	160	▼
250GTE 2+2	60-63	365,000	300,000	225,000	175,000	2953	140	▼
250GTO	62-64	45m	40m	n/a	n/a	2953	158	
250LM	64-66	15m	11.5m	10m	n/a	2953	159	
250GT Lusso	62-64	1.35m	1.2m	1m	900,000	2953	150	▼
400 Superamerica cpé	60-64	2.4m	2m	1.8m	1.7m	3967	162	▼
500 Superfast	64-67	2.1m	1.75m	1.35m	1.2m	4962	170	
275GTB (steel)	64-66	1.6m	1.35m	1.1m	925,000	3286	150	
275GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	3286	150	▲
275GTS	64-66	1.35m	1.2m	1m	900,000	3286	150	
275GTB/4 (4-cam)	66-68	2.1m	1.9m	1.8m	1.7m	3286	165	
330GT 2+2	64-67	220,000	170,000	125,000	90,000	3967	150	
330GTC	66-68	485,000	395,000	325,000	290,000	3967	150	
330GTS	66-68	1.75m	1.5m	1.15m	1m	3967	150	▼
Dino 206GT	68-69	400,000	350,000	300,000	240,000	1987	145	
Dino 246GT	69-73	275,000	225,000	150,000	95,000	2418	150	
Dino 246GTS	72-74	300,000	250,000	160,000	100,000	2418	150	
365GT 2+2	67-71	210,000	155,000	100,000	60,000	4390	152	
365GTC	68-70	560,000	465,000	385,000	325,000	4390	155	▲
365GTB/4 Daytona	68-74	575,000	500,000	425,000	340,000	4390	173	
365GTS/4 Spider	72-73	1.9m	1.75m	1.6m	n/a	4390	170	
365GTC/4 2+2	70-72	225,000	175,000	140,000	115,000	4390	152	
365GT4 2+2	72-76	60,000	47,500	29,500	18,500	4390	150	
365GT4 BB	75-76	335,000	270,000	220,000	165,000	4390	163	
512BB	76-81	225,000	195,000	150,000	115,000	4942	163	
512BBi	81-85	210,000	175,000	145,000	110,000	4942	168	
308GT4 2+2	73-80	50,000	37,500	25,000	18,000	2926	156	
308GTB (grp)	75-77	130,000	100,000	75,000	50,000	2926	154	
308GTB/GTS	77-80	69,500	55,000	42,000	30,000	2926	155	
308GTBi/GTSi	80-82	56,000	44,000	30,000	22,000	2926	155	
308GTB qv/GTS qv	82-85	61,750	49,500	35,000	24,000	2926	155	
328GTB/GTS	85-88	73,500	56,500	44,000	30,000	3195	163	▼
400/400i/412i manual	76-89	40,000	32,000	19,000	11,000	4823	158	
400/400i/412i auto	76-89	35,000	24,000	14,000	8250	4942	158	
Mondial	81-94	32,000	24,000	15,000	9500	2926	143	
Mondial cabrio	84-94	36,000	28,000	18,500	12,000	2926	146	▼
348/Spider	89-94	50,000	40,000	32,500	24,000	3405	170	
F355/GTS	94-99	70,000	62,500	49,500	36,500	3496	185	
F355 Spider	95-99	74,000	65,000	51,750	40,000	3496	183	
360 Modena	99-05	65,000	55,000	50,000	44,000	3586	184	
Testarossa	84-90	95,000	75,000	55,000	37,500	4942	181	
512 TR	91-94	120,000	95,000	65,000	50,000	4943	193	
F512 M	94-96	220,000	155,000	120,000	75,000	4943	194	▼
456GT	92-98	49,000	36,500	25,000	18,500	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO	84-87	2m	1.8m	1.6m	1.4m	2855	190	▲
F40	88-92	1.1m	950,000	800,000	n/a	2936	201	▲
F50	95-97	2m	1.6m	1.3m	n/a	4698	202	▲
550 Maranello	96-02	92,500	75,000	58,500	42,750	5474	199	▼
550 Barchetta	00-02	125,000	110,000	75,000	60,000	5474	186	

NE GUIDE Denotes New Entry to Price								
	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
575M Maranello	02-06	89,000	74,000	57,500	50,000	5748	202	▼
Enzo	02-04	1.9m	1.6m	1.3m	n/a	5998	220	▼

FIAT								
Fiat Motor Club (0208 372 4028)								
500 Topolino	48-55	13,500	9750	5000	2250	569	60	▼
600/600D	55-70	10,000	6750	3000	1250	633	66	
600 Multipla (MPV)	55-60	30,000	21,000	12,500	6750	767	59	
500/D/F/L/R	57-75	11,500	7750	3600	1750	499	61	
1500S/1600S Osca sp	59-66	42,000	29,000	16,000	10,000	1568	105	
2300S	61-68	32,500	23,000	16,500	10,000	2280	120	▼
850 Coupé	65-73	8000	5500	2600	1250	903	96	
850 Spider	65-73	15,000	9500	4500	2400	903	96	
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	9250	6500	3000	1100	1756	115	
124 Spider 1.4/1.6	66-74	22,500	15,000	9750	3750	1608	112	
124 Spider 1.8/2.0	75-81	16,500	11,500	6000	2500	1756	108	▼
124 Spider Abarth	72-75	56,000	40,000	30,000	17,500	1756	118	
Pininfarina Spider	82-85	17,000	12,000	6750	2750	1995	104	▼
Dino Spider 2.0/2.4	67-73	125,000	95,000	62,500	45,000	2418	130	
Dino Coupé 2.0/2.4	67-73	50,000	33,500	22,000	15,000	1987	122	
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
130 Coupé	72-76	17,000	12,500	7000	3500	3235	118	▲
127 Sport 1300	81-83	6250	4000	2000	1000	1301	102	▲
128 3P coupé	75-78	6500	4500	2000	1000	1301	102	▲
X1/9	77-89	6750	4750	2400	1200	1290	100	▲
Panda 4x4	84-92	6250	4250	1900	1000	999	83	▲
Coupé/Turbo	94-00	4650	3000	1250	500	1998	149	
Barchetta	95-02	6500	4200	2200	1000	1747	118	

FORD								
AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mccgb.net)								
Prefect	40-53	7000	5000	2500	1250	1172	68	
Pilot V8	47-51	20,000	13,000	7000	3500	3622	82	
Anglia/Popular 103E	46-59	7000	4900	2400	1250	1172	61	▼
Anglia 100E/Popular	53-62	5250	3500	1600	800	1172	71	▼
Prefect 107E	59-61	6000	4500	2250	1250	997	73	
Anglia 105E	59-68	7250	5250	2600	1600	997	74	▲
Anglia 123E	62-68	9000	6600	3100	2000	1197	82	
Consul MkI	50-56	8000	5500	2750	1350	1508	73	
Zephyr Six MkI	50-56	12,500	8000	3750	1850	2262	82	
Zephyr Zodiac	53-56	16,000	10,000	5000	2500	2262	84	▼
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	23,500	18,750	12,000	6750	2262	82	▼
Consul MkII	56-62	8750	5750	2500	1250	1703	79	
Zephyr MkII	56-62	14,000	9750	4500	2000	2553	88	▼
Zodiac MkII	56-62	17,500	12,500	6000	2750	2553	88	
Consul MkII con	56-62	12,750	8750	4750	2500	1703	78	
Zephyr MkII con	56-62	20,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	24,000	17,500	10,500	6250	2553	88	
Zephyr MkIII	62-66	10,500	7500	3250	1400	2553	95	▲
Zodiac MkIII	62-66	14,000	9250	3850	1800	2553	100	▲
Zephyr 4/6 MkIV	66-72	8500	5750	2500	1100	2994	100	
Zodiac MkIV/Exec	66-72	9500	6750	3250	1400	2994	100	▼
Consul Classic	61-63	9500	6750	3000	1250	1498	79	
Consul Capri	61-64	15,000	10,000	5500	2500	1340	84	
Consul Capri GT	63-64	21,000	14,000	8000	3500	1340	95	
Corsair/V4	64-70	6200	4500	2250	1100	1663	90	
Corsair GT	64-67	8000	6000	2750	1400	1996	100	
Corsair 2000E V4	67-70	8500	6250	3250	1600	1996	100	
GT40	64-68	4m	2.75m	2m	1.75m	4736	198	
Mustang coupé	64-68	29,500	20,000	12,000	6000	4727	120	
Mustang fastback	65-68	34,000	25,000	15,500	8000	4727	120	
Mustang con	64-68	35,000	26,000	16,000	8000	4727	111	
Mustang GT350	65-66	265,000	200,000	125,000	90,000	4727	133	
Mustang GT500	67-70	135,000	110,000	85,000	62,000	6800	130	
Cortina MkI	62-66	9500	6500	3000	1250	1498	82	▲
Cortina MkI GT	63-66	16,000	11,000	5500	3000	1498	91	
Cortina MkII	66-70	8000	5000	2250	1100	1599	87	▲
Cortina MkII GT	66-70	11,500	8500	4000	1750	1599	98	▲
Cortina 1600E	67-70	11,250	8250	4000	1750	1599	98	
Cortina MkIII	70-76	9500	6250	2500	1200	1993	104	▲
Cortina 2000E	73-76	10,500	7000	3250	1600	1993	105	
Cortina 2.3 Ghia	76-79	7750	5250	2200	1000	2293	110	▲
Escort MkI 1.1/1.3	68-75	10,000	7000	3500	2000	1298	83	
Escort Twin Cam	68-71	55,000	42,500	30,000	22,500	1558	113	
Escort GT/Sport	68-73	18,000	13,000	7000	4000	1298	96	
Escort 1300E	73-75	11,000	7500	4000	2500	1298	94	
Escort Mexico	70-75	32,000	24,000	16,000	10,000	1599	99	
Escort RS1600	70-75	60,000	47,500	32,500	25,000	1601	113	▼
Escort RS2000	73-74	36,000	28,500	20,000	13,000	1993	108	
Escort MkII Ghia	75-80	8000	5750	2650	1500	1599	97	
Escort MkII Sport	75-80	16,000	12,000	6250	3000	1599	101	
Escort MkII Mexico	76-78	25,000	17,500	10,000	5500	1593	105	
Escort MkII RS1800	75-77	65,000	50,000	35,000	26,500	1835	112	
Escort MkII RS2000	75-80	22,000	16,000	8250	5000	1993	109	
Escort XR3i/XR3i	81-86	7000	5000	2400	1000	1597	116	▲

NE GUIDE	DENOTES NEW ENTRY TO PRICE							Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
	Mint	Good	Rough													
HUMBER																
Post-Vintage Humber Car Club (01604 404363)																
Hawk MkI-VI	49-57	7000	5500	2500	1200	2267	80									
Hawk SHV	57-68	6750	4250	2000	1000	2267	86									
Snipe	45-48	9500	7500	3000	1400	2731	72									
Snipe/P'man MkI-IV	45-56	9750	7000	3250	1500	4139	91									
Super Snipe dhc	49-52	12,000	10,000	7000	4000	4086	80									
Super Snipe SI-VA	58-67	9000	6250	2400	1200	2651	106									
Imperial	64-67	9250	6250	2500	1300	2965	102									
Sceptre MkI-II	63-67	5500	3750	1850	950	1725	90									
Sceptre MkIII	67-76	3750	2500	1100	500	1725	98									

ISO																
Iso Bizzarrini Club (020 8891 6663)																
Rivolta	62-70	87,500	65,000	40,000	30,000	5359	140									▼
Grifo	63-74	275,000	220,000	150,000	115,000	5359	161									▲
Grifo 7-litre	69-74	340,000	260,000	175,000	130,000	6998	170									▼
Lele	70-74	44,000	24,000	15,000	7500	5736	145									▲

JAGUAR																
Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)																
SS100 2½-litre	36-39	400,000	295,000	225,000	160,000	2663	94									
SS100 3½-litre	38-39	485,000	390,000	285,000	200,000	3485	104									
1½-litre	45-49	32,000	21,000	12,000	6750	1776	70									
2½-litre	46-51	35,000	25,000	14,000	7500	2663	87									
3½-litre	46-51	46,000	31,000	18,000	10,000	3485	92									
MkV 2½-litre con	49-51	63,000	45,000	27,500	12,000	2663	87									
MkV 3½-litre con	49-51	85,000	62,000	38,500	20,000	3485	92									
XK120 alloy rdstr	49-50	295,000	250,000	200,000	145,000	3442	132									
XK120 roadster	50-54	115,000	85,000	55,000	33,500	3442	122									
XK120 dhc	50-54	105,000	77,500	50,000	30,000	3442	122									
XK120 fhc	51-54	95,000	65,000	40,000	26,000	3442	121									
C-type	51-54	3.8m	3.6m	3.4m	3.1m	3442	144									▼
XK140 roadster	54-57	112,500	82,000	55,000	32,000	3442	126									
XK140 fhc	54-57	75,000	55,000	36,500	26,000	3442	125									
XK140 dhc	54-57	107,500	85,000	55,000	32,000	3442	125									
D-type	54-57	6.5m	5.5m	4.25m	3.8m	3442	160									▼
XK150 roadster	58-60	120,000	82,500	45,000	27,500	3781	130									
XK150 fhc	57-61	74,000	54,000	35,000	23,000	3781	128									
XK150 dhc	57-61	100,000	68,500	40,000	26,000	3781	127									
XK150S 3.4 roadster	58-60	175,000	135,000	90,000	65,000	3442	130									
XK150S 3.4 fhc	58-60	95,000	75,000	56,000	42,000	3442	129									
XK150S 3.4 dhc	58-60	140,000	105,000	72,000	55,000	3442	130									
XK150S 3.8 roadster	59-60	200,000	170,000	130,000	90,000	3781	136									
XK150S 3.8 fhc	59-60	110,000	88,500	62,500	46,500	3781	132									
XK150S 3.8 dhc	59-60	185,000	140,000	105,000	75,000	3781	130									
XK150SE 3.8 dhc	58-61	125,000	100,000	69,000	50,000	3781	141									
MkVII-MkIX	51-61	37,500	25,000	13,000	6000	3442	105									
MkX/420G	61-70	20,000	14,000	6750	3000	4235	120									▼
Mk1 2.4/Mk2 2.4	55-67	26,000	18,000	8500	3650	2483	96									
Mk1 3.4	57-59	42,500	27,500	15,000	9000	3442	120									
Mk2 3.4	59-67	33,500	22,500	10,000	4500	3442	114									
Mk2 3.8	59-67	38,500	26,000	12,500	5500	3781	121									▲
S-type sal	63-68	24,000	16,000	8000	3500	3781	121									
240	67-68	22,000	15,000	7000	3000	2483	105									
340	67-68	26,500	17,500	8750	3850	3442	123									
420	66-68	16,750	12,500	5750	2500	4235	123									
E-type 3.8 rdstr (ff)	61-62	210,000	155,000	108,000	72,500	3781	145									
E-type 3.8 cpé (ff)	61-62	160,000	130,000	80,000	55,000	3781	145									
E-type 3.8 roadster	62-64	160,000	115,000	75,000	55,000	3781	145									
E-type 3.8 coupé	61-64	140,000	97,500	57,500	37,500	3781	145									▼
E-type 4.2 S1 rdstr	64-67	160,000	125,000	85,000	57,500	4235	145									▼
E-type 4.2 S1 coupé	64-67	124,000	95,000	60,000	40,000	4235	145									▼
E-type S1 2+2	66-67	57,500	38,500	19,500	11,000	4235	136									
E-type S1½/S2 rdstr	67-70	107,500	75,000	45,000	28,500	4235	145									
E-type S1½/S2 fhc	67-70	78,500	55,000	32,500	20,000	4235	145									
E-type S1½/S2 2+2	67-70	50,000	35,000	17,500	10,000	4235	136									
E-type V12 roadster	71-75	95,000	65,000	35,000	22,500	5343	150									
E-type V12 fhc 2+2	71-74	52,500	34,000	18,000	9500	5343	150									
XJ6 2.8 Series 1	68-73	7250	5000	2200	900	2791	117									
XJ6 4.2 Series 1	68-73	12,000	7500	3000	1100	4235	124									
XJ12 Series 1	72-73	15,000	10,000	4500	2000	5343	140									
XJ6 Series 2	73-79	9000	6000	2500	800	3442	117									
XJ6 Series 3	79-86	7000	4500	1800	725	4235	125									
XJ12 Series 2-3	75-93	10,500	7000	3200	1200	5343	146									
XJ6 Coupé	75-78	24,000	14,000	7000	4500	4235	120									▲
XJ12 Coupé	75-78	26,000	16,000	9000	5000	5343	143									
XJR 3.6/4.0 sal	88-94	10,000	6500	3000	1500	3980	142									
XJ12 (XJ81) sal	93-94	6000	4000	2200	1000	5994	155									
XJR X300 sal	94-97	5000	3650	1800	800	3980	155									
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154									
XJ-S V12 auto	75-91	11,000	7000	3000	900	5343	150									
XJ-S 3.6	83-89	8000	5250	2200	800	3590	141									▲
XJ-SC 3.6 cabrio	83-87	12,000	8000	3750	1750	3590	134									
XJ-SC V12 cabrio	85-88	14,000	9000	4250	2000	5343	150									
XJ-S V12 con	88-91	15,500	11,000	5000	2400	5343	150									
XJS V12	91-96	9000	6000	3200	1600	5994	161									
XJS V12 con	91-96	15,000	10,500	5000	2500	5994	160									

NE GUIDE	DENOTES NEW ENTRY TO PRICE							Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
	Mint	Good	Rough													
XJR-S	88-93	17,500	13,000	7000	3250	5993	158									
XJS 4.0	91-96	11,000	7000	3500	1600	3980	138									
XJS 4.0 conv	92-96	18,500	11,000	6250	3750	3980	138									
XJ220	89-92	300,000	260,000	210,000	160,000	3498	212									
XK8 4.0 fhc	96-02	7500	5250	2750	1400	3996	155									
XK8 4.0 con	96-02	11,000	7500	4250	2400	3996	155									
XJR (X308) sal	97-03	7000	3500	2000	1200	3996	155									
XKR 4.0 fhc/con	98-02	14,000	9500	5000	3000	3996	157									

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
Quattroporte III	79-90	19,000	12,000	6500	3500	4930	122		
Mexico	65-72	75,000	55,000	36,000	26,000	4719	150		
Indy	66-74	65,000	49,000	34,000	24,000	4719	156	▼	
Ghibli 4.7	67-70	200,000	145,000	82,500	60,000	4719	155		
Ghibli Spyder	69-71	625,000	500,000	400,000	325,000	4719	154	▼	
Ghibli 4.9 SS	70-73	250,000	175,000	110,000	75,000	4930	172		
Ghibli SS Spyder	71-72	725,000	600,000	500,000	400,000	4930	170	▼	
Bora 4.7/4.9	71-79	145,000	120,000	90,000	65,000	4719	160		
Merak	72-75	46,000	32,500	18,000	10,000	2965	135		
Merak SS	76-83	60,500	42,500	22,000	14,000	2965	147		
Khamsin	74-82	135,000	95,000	65,000	45,000	4930	151	▼	
Kyalami 4.1/4.9	76-83	56,500	46,500	28,500	15,000	4930	150		
Biturbo 220-425	81-88	10,000	6000	2400	1000	2491	138		
Biturbo Spyder	84-91	12,500	8500	4000	2000	2491	138		
Ghibli II	94-97	17,500	11,500	6000	3000	2790	155	▲	
Quattroporte IV	94-01	11,500	9000	5500	3000	2790	158	▼	
3200GT	98-01	12,500	10,250	7750	5500	3217	180	▼	

MATRA	Matra Enthusiasts' Club (01892 652964)						
Bagheera	73-79	10,500	6750	3000	1250	1442	102
Murena	80-83	12,000	7500	3500	1500	2155	121

MAZDA	mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)						
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125
RX7	78-86	5500	3500	1650	650	2292	119
RX7 S2	86-91	5750	3500	1750	550	2254	140
RX7 S3	92-95	8000	6500	4000	2000	2608	156
MX-5	90	5750	3750	1750	1000	1597	121
MX-5	91-97	4000	2400	1200	500	1839	123

McLAREN							
F1	93-98	13m	11m	9m	n/a	6064	240

MERCEDES-BENZ	M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)						
500K Cabrio A/B/C	34-36	1.4m	1.1m	750,000	475,000	5016	102
500K Tourer	34-36	1.1m	900,000	640,000	375,000	5016	102
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104
540K Cabrio A	36-39	2m	1.65m	1.2m	850,000	5401	101
540K Cabrio B/C	36-39	1.3m	1m	620,000	450,000	5401	100
540K Special Roadster	36-39	6m	5m	4m	3m	5401	106
180/190 Ponton sal	53-62	14,500	10,500	5000	2500	1897	87
219/220S Ponton sal	56-59	16,500	12,500	6250	3500	2195	101
220S/SE cabrio	56-60	140,000	90,000	47,500	30,000	2195	101
220S/SE coupé	57-60	56,000	39,000	24,000	16,000	2195	101
300A/B/C/D sal	51-62	60,000	39,500	22,000	15,000	2996	101
300 cabrio D	57-62	250,000	175,000	100,000	55,000	2996	100
300S cab/rdstr	52-55	440,000	300,000	225,000	140,000	2996	112
300Sc cab/rdstr	55-58	675,000	550,000	375,000	250,000	2996	112
300Sc coupé	55-58	375,000	320,000	250,000	165,000	2996	112
300SL Gullwing	54-57	1.05m	900,000	775,000	650,000	2996	145
300SL roadster	57-63	1m	850,000	700,000	600,000	2996	130
190SL roadster	55-63	125,000	95,000	57,500	40,000	1897	109
190/200 Fintail sal	61-68	13,000	9000	4000	1750	1988	90
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281	100
300SE/L Fintail sal	61-65	24,000	17,500	8500	3250	2996	109
220SEb coupé	61-65	40,000	30,000	16,500	9500	2195	107
220SEb cabrio	61-65	80,000	60,000	40,000	25,000	2195	107
300SE coupé	62-67	60,000	40,000	26,000	16,000	2996	110
300SE cabrio	62-67	150,000	110,000	62,000	40,000	2996	109
230SL sports	63-67	82,000	57,500	33,000	21,000	2306	121
250SL sports	67-68	88,000	62,000	35,000	22,000	2496	121
280SL sports	67-71	100,000	67,500	38,500	25,000	2778	121
600 saloon	64-81	115,000	80,000	45,000	30,000	6330	120
250/280S/SE sal	65-72	13,500	9000	4500	2000	2778	116
250SEC/280SEC cpé	65-69	50,000	37,500	20,000	13,000	2778	116
250/280SE cab	65-69	95,000	75,000	37,500	20,000	2778	116
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778	116
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116
280SE 3.5 coupé	69-71	105,000	77,500	47,500	26,500	3499	127
280SE 3.5 cabrio	69-71	275,000	210,000	150,000	100,000	3499	127
300SE/SEL sal	65-69	14,500	9500	4750	2200	2996	115
280/300SE/SEL 3.5	69-72	19,500	13,000	6000	3000	3499	128
300SEL 6.3 sal	67-72	60,000	40,000	22,000	13,500	6329	132
200/220/230.4 sal	67-76	7250	4500	2200	750	2197	105
230.6/250/280 sal	67-76	8000	5000	2400	850	2746	125
250CE/280CE coupé	68-76	14,000	9750	5000	2250	2746	125
280/350/380/420SL	71-89	25,000	17,500	8000	3000	4196	130
500/560SL sports	82-89	28,500	18,750	9000	3600	5547	142
300SL (R107)	85-89	26,000	18,250	8750	3500	2962	124
350/380/450SLC cpé	71-81	15,500	10,000	4750	2000	4520	137
280S/SE sal	72-80	9000	6000	2750	1000	2746	118
350/450SE/SEL sal	72-80	12,500	7500	3400	1250	4520	130
200/230 sal	75-84	5500	3500	1500	650	2299	114
250/280E sal	75-84	6000	4000	1650	700	2746	124
230/280CE coupé	77-85	12,000	8250	3650	1600	2746	125

NE	GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
					Mint	Good	Rough				
450SEL 6.9 sal	76-80	40,000	27,500	15,000	8500	6834	140	▲			
280SL-SL320 (R129)	89-01	12,000	7000	3600	2000	2960	142	▲			
500SL/SL500 (R129)	89-01	13,000	8000	4000	2500	4973	155				
600SL/SL600 (R129)	92-01	20,000	13,500	6500	3500	5987	155				
380/420/500SEC	81-91	16,500	12,500	5500	2000	4973	138				
560SEC	86-91	20,000	15,000	8000	2500	5547	151				
300SE-500SE sal	80-91	7000	1500	1950	800	4973	147				
500/560SEL sal	80-91	9000	6000	2500	1100	5547	156				
190E sal	82-92	4500	2600	1000	400	1997	119	▲			
190E 2.3/2.5-16	83-92	24,000	16,500	9500	5000	2299	143				
W124 Coupé	87-95	5750	3750	1400	400	2962	139				
E220, E320 Cabrio	91-97	15,000	10,000	4500	2500	3199	142				
W124 saloon	84-95	4000	2500	1200	350	3199	146				
500E saloon	90-95	30,000	22,500	12,500	8000	4973	155				
SLK230 Komp'	97-04	4500	2750	1200	450	2295	140				
CLK-GTR	98-99	2.65m	2.2m	n/a	n/a	6900	199	▼			
SL55 AMG	02-08	17,500	13,500	10,000	6000	5439	155				
SLR McLaren	03-10	188,000	172,000	144,000	n/a	5439	208	▼			

MESSERSCHMITT	Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)						
KR175/200	53-64	26,500	19,000	12,000	7000	191	65
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75

MG	Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)						
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80
VA tourer/dhc	37-39	45,000	32,000	22,000	13,500	1548	81
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91
TA/TB/TC	36-49	36,000	26,500	16,500	10,500	1250	78 ▲
TD	49-53	25,000	16,000	10,750	6750	1250	80 ▼
TF1250/1500	53-55	35,000	24,000	13,500	8750	1466	85 ▼
YA/YB	47-53	15,000	10,500	5000	2750	1250	71
YT con	48-51	30,000	20,000	10,000	5500	1250	71
Magnette ZA/ZB	53-59	14,000	9750	4500	2000	1489	82
MGA Roadster	55-62	32,000	22,500	13,000	8250	1489	98
MGA Coupé	56-62	26,000	17,500	10,000	6250	1489	98 ▲
MGA Twin Cam Rdstr	58-60	50,000	36,000	24,000	16,000	1588	115
MGA Twin Cam Cpé	58-60	36,000	26,500	16,500	11,000	1588	115
Magnette III/IV	59-68	7500	5250	2500	1200	1622	87
1100/1300	62-71	8000	5750	2750	1250	1275	97
MGB roadster p/h	62-65	19,000	14,000	7000	3750	1798	103
MGB roadster	65-67	16,500	12,500	6000	3000	1798	103
MGB GT	65-67	14,000	10,000	4500	2000	1798	103
MGB MkII roadster	67-71	15,000	11,250	5500	2500	1798	103
MGB MkII GT	67-71	11,500	7500	3250	1500	1798	103
MGB MkIII roadster	71-74	13,500	9500	4650	2000	1798	100
MGB MkIII GT	71-74	10,000	6500	2850	1250	1798	96
MGB roadster	75-80	11,000	7000	3000	1250	1798	96
MGB GT	75-80	6500	4000	1800	700	1798	104
MGC roadster	67-69	25,000	19,000	10,000	4500	2912	120
MGC GT	67-69	22,000	15,000	7500	3750	2912	120
MGB GT V8 chrome	73-74	24,000	16,000	7500	4000	3528	125 ▲
MGB GT V8 rubber	74-76	18,500	13,000	6500	3250	3528	125 ▲
Midget MkI	61-64	11,000	7000	3400	1700	1098	86
Midget MkII	64-66	10,250	6250	2950	1300	1098	90
Midget MkIII	66-74	9000	5750	2750	1200	1275	96
Midget 1500	74-79	5650	3750	1500	500	1498	101 ▲
Metro Turbo	83-89	9000	6750	3650	2250	1275	110
Montego Turbo	85-91	5000	3500	1750	850	1994	124
Maestro Turbo	89-91	15,000	11,000	6500	3250	1994	128
Metro 6R4	85-86	100,000	80,000	62,500	45,000	2991	120
RV8	93-96	18,500	15,000	10,000	6250	3946	136
MGF/TF	95-05	3000	1950	800	375	1796	126
ZT260 V8	03-05	8000	6000	4250	3250	4601	155

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top Speed	Price change
			Mint	Good	Rough			
911 2.0	66-67	140,000	90,000	60,000	40,000	1991	131	▲
911S 2.0	66-69	140,000	112,500	80,000	60,000	1991	140	
912	65-69	44,000	33,500	24,000	16,500	1582	112	
911L/T	67-73	75,000	55,000	32,500	22,500	2195	131	
911E	68-73	85,000	62,500	36,000	26,000	2341	138	
911S 2.2	69-71	135,000	105,000	72,000	52,000	2195	144	
914-4	69-75	21,000	13,000	6500	3900	1795	112	
914-6	69-72	70,000	50,000	33,000	22,500	1991	125	
911S 2.4	71-73	150,000	112,000	82,000	60,000	2341	144	
Carrera RSL	72-73	750,000	650,000	500,000	400,000	2687	149	
Carrera RST	72-73	495,000	420,000	350,000	250,000	2687	149	
911 2.7	73-77	40,000	30,000	17,500	11,000	2687	135	
911S 2.7	73-77	47,500	36,500	24,000	16,000	2687	140	
Carrera 2.7MFI	73-77	150,000	115,000	80,000	55,000	2687	148	
911 Turbo (930) 3.0	75-77	140,000	110,000	79,000	52,500	2995	156	▼
Carrera 3.0	76-77	72,500	49,000	36,000	25,000	2994	146	
924	76-85	6000	3500	1250	500	1984	126	
924 Turbo	78-83	16,000	10,500	5000	2500	1984	144	▲
924 Carrera GT	80-81	72,500	55,000	36,000	24,000	1984	150	
924S/Le Mans	85-88	7950	5000	2000	900	2479	136	
928S/S2	77-87	22,000	15,000	8500	3500	4664	155	
928S4	86-95	27,500	17,500	10,000	4000	4957	161	
928GT	89-92	37,500	24,000	15,000	9000	4957	168	
928GTS	91-95	51,500	40,000	24,000	11,000	5396	171	
911 Turbo (930) 3.3	77-90	92,500	65,000	40,000	30,000	3299	160	
911 Turbo Cabrio	86-90	97,500	72,500	45,000	32,000	3299	158	▼
911SC	77-83	42,000	30,000	19,500	12,500	2994	149	
911SC cabrio	82-83	44,000	31,500	20,000	13,000	2994	145	
911 Carrera 3.2	83-89	44,000	32,000	18,500	12,000	3164	158	
911 Carrera cabrio	83-89	41,000	29,000	18,000	12,000	3164	155	
Carrera Supersport	84-89	70,000	52,500	32,000	25,000	3164	158	
911 Speedster	88-89	112,500	90,000	67,500	48,500	3164	158	
959	87-88	790,000	700,000	595,000	500,000	2994	190	▼
Carrera Club Sport	87-89	100,000	75,000	49,000	35,000	3164	154	
944	82-87	9500	6750	2750	1200	2479	134	
944 Turbo	85-91	22,500	15,000	7500	3250	2479	157	
944S	86-88	10,000	7000	3750	1400	2479	140	
944S2	88-92	12,500	8000	4000	1750	2990	149	
944S2 Cabrio	89-92	14,000	9000	4500	2350	2990	149	
944 Turbo Cabrio	91-92	25,000	20,000	12,000	7000	2479	150	
911 (964)	89-94	45,000	30,000	22,000	13,500	3600	158	
911 Turbo (964)	90-94	130,000	95,000	60,000	35,000	3299	167	
911 Carrera RS (964)	92-94	195000	170,000	140,000	110,000	3600	162	▲
968	92-95	15,000	11,000	7500	4000	2990	150	
968 Sport	94-95	20,000	15,000	9750	5750	2990	151	
968 Club Sport	93-95	30,000	22,000	14,000	7250	2990	154	
911 Carrera (993)	94-97	54,000	43,000	30,000	20,000	3600	160	
911 Turbo 4 (993)	95-98	128,500	100,000	75,000	50,000	3600	180	▲
911 Turbo S (993)	97-98	250,000	190,000	150,000	120,000	3600	182	
911 C4S/C2S (993)	95-97	100,000	80,000	50,000	30,000	3600	171	▲
911 Carrera RS (993)	94-95	250,000	210,000	175,000	135,000	3746	172	
911RS Clubsport	95-96	275,000	225,000	185,000	155,000	3746	175	▲
911 GT2 (993)	95-98	1m	835,000	725,000	650,000	3600	187	▲
Boxster 2.5	96-99	6000	4500	3000	1750	2480	149	▼
Boxster 2.7	99-04	7250	5500	3750	2000	2687	156	▼
Boxster 3.2S	99-04	9250	7000	4400	2650	3179	164	▼
911 Carrera (996)	97-05	26,500	19,500	11,500	7000	3387	170	
911 GT3 (996)	99-05	77,500	60,000	50,000	40,000	3600	188	▲
911 Turbo (996)	99-05	50,000	42,000	32,000	23,500	3600	189	
911 GT2 (996)	01-05	124,000	110,000	97,500	85,000	3600	198	
RELIANT Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)								
Sabre 4/6	61-64	10,750	8250	5500	2500	2553	110	
Scimitar SE4/a/b	64-70	11,500	7500	3500	2000	2994	121	
Scimitar GTE SE5/5a	68-75	8750	5750	2200	950	2994	123	
Scimitar GTE SE6/6a	75-80	6750	4500	1750	700	2792	120	
Scimitar GTC	80-85	10,500	7250	3250	1500	2792	119	
Scimitar GTE SE6b	80-86	7000	4750	1850	750	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	4750	2900	1250	500	1596	108	▼
Scimitar SS1 1800Ti	86-89	5500	3500	1650	800	1809	126	
RENAULT Renault Owners' Club (renaultownersclub.com/)								
4CV	47-61	8500	6000	3600	2000	747	65	▲
Dauphine	54-63	7500	5000	2400	1100	845	70	▲
Dauphine Gordini	58-67	15,000	11,000	5000	2500	845	83	▲
Florie/Caravelle cpé	59-68	10,750	7750	3500	1600	1108	90	▲
Florie/Caravelle con	59-68	13,250	9250	4500	2000	1108	90	▲
R4	62-80	5250	3750	1750	900	1108	72	▲
R8/R10	62-71	4250	2750	1400	700	1108	84	▲
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	6000	4000	2000	1000	1565	105	
5 hatch	72-84	3000	2400	1500	400	1289	96	
5 hatch	84-96	2500	1250	450	150	1397	109	
5 Gordini/Turbo	76-84	9000	6000	2500	1250	1397	116	
5 Turbo 2	83-86	70,000	50,000	32,000	22,000	1397	124	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale					Top speed	Price change
			Mint	Good	Rough	cc			
5GT Turbo	86-91	15,000	11,000	5000	2400	1397	123		
Clio Williams	94-95	10,750	8250	4000	2000	1998	134		
Sport Spider	95-97	20,000	16,000	12,000	9500	1988	134		
RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)								
RMA/RME 1½ saloon	45-55	14,500	10,500	5250	2500	1496	81		
RMB/RMF 2½ saloon	46-53	19,000	14,500	8000	4000	2443	91		
Roadster RMC	48-50	43,500	30,000	18,000	9000	2443	100		
RMD convertible	48-51	28,500	22,000	13,500	7000	2443	91		
2.6/Pathfinder	53-59	11,500	7500	3250	1650	2443	101	▲	
One Point Five	57-65	7250	5000	2500	1250	1489	85		
4/68, 4/72	59-69	7250	5000	2400	1100	1622	88		
Elf MkI/II 848/998	61-69	8000	5650	2750	1300	998	75		
Kestrel 1100/1300	65-69	6000	4000	1850	900	1098	87		
ROCHDALE	Rochdale Owners' Club (01364 654419)								
GT	57-61	8750	6000	3000	1250	1172	85		
Olympic	60-73	11,000	7500	4250	2750	1489	105		
ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)								
Silver Ghost	07-14	2.2m	1.75m	1.4m	1m	7428	75		
Silver Ghost	18-25	375,000	300,000	210,000	125,000	7428	78		
Phantom I	25-29	375,000	235,000	120,000	47,500	7668	80		
Phantom II	29-35	325,000	200,000	100,000	45,000	7668	88		
Phantom III	36-39	250,000	150,000	75,000	37,500	7340	92		
Silver Wraith 4.3/4.6	47-59	47,500	35,000	20,000	10,000	4257	92	▼	
Silver Dawn sal	49-55	40,000	30,000	17,500	9500	4566	98	▼	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98		
Silver Cloud I saloon	55-59	38,500	29,000	16,500	8000	4887	101		
SCI Mulliner con	55-59	500,000	350,000	275,000	200,000	4887	101		
Silver Cloud II sal	59-62	43,500	30,000	17,500	9000	6230	115		
SCII Mulliner con	59-62	300,000	210,000	125,000	85,000	6230	112		
Phantom V/VI limo	60-77	120,000	75,000	42,000	25,000	6230	112	▲	
Silver Cloud III sal	62-66	46,500	32,500	18,500	9000	6230	116		
SCIII MPW con	62-66	250,000	175,000	100,000	60,000	6230	116		
Shadow/Wraith	66-80	17,000	12,000	6250	2000	6750	120		
MPW/Corniche cpé	66-80	37,500	27,500	16,500	9000	6750	119		
MPW/Corniche con	67-90	55,000	38,500	27,000	15,000	6750	119		
Camargue	75-86	46,500	36,000	26,500	17,500	6750	115		
Silver Spirit/Spur	80-89	12,500	9750	4500	1650	6750	119		
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119		
ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 688975); Rover SD1 Club (08451 306230)								
P3 60	48-49	10,000	7500	3750	1650	1595	75		
P3 75	48-49	12,500	9500	4500	2000	2103	85		
P4 75 'Cyclops'	50-52	17,250	11,500	5500	2400	2103	84		
P4 60/75/80	52-62	8950	5400	2250	800	2286	85		
P4 90	54-59	11,000	7250	3000	1000	2638	90		
P4 105R	57-58	10,000	6000	2500	850	2638	91		
P4 105S	57-59	11,000	7250	3400	1400	2638	96		
P4 95/100/110	60-64	10,000	6500	2650	950	2625	100		
P5 3-litre	58-67	9000	6500	3250	1250	2995	113		
P5 Coupé	63-67	14,000	10,500	5000	2250	2995	113		
PSB 3½-litre	67-73	15,000	11,000	5000	2200	3528	113	▼	
PSB 3½-litre Coupé	67-73	22,000	15,500	9000	3500	3528	113	▲	
P6 2000/TC	63-69	8000	4500	2000	900	1978	115		
P6 2000/2200/TC	70-77	7250	3500	1500	650	2205	112		
P6 3500	68-76	10,000	5500	2000	1000	3528	117		
P6 3500S	71-76	12,500	7000	2750	1250	3528	126		
SD1 3500	76-86	5000	3300	1250	600	3528	116		
SD1 VdP	80-86	6500	4400	1850	950	3528	126		
SD1 Vitesse	82-86	7500	5000	2400	1200	3528	133		
SD1 Vitesse TP	85-86	10,000	7500	4500	2500	3528	135		
Mini	90-00	5000	3750	1750	750	1275	88		
Mini Cooper/S	91-00	8750	6000	3000	1600	1275	97	▲	
200 BRM LE	98-99	3750	2500	1250	600	1796	127		
SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)								
96 Bullnose	60-65	9500	6500	3500	2000	841	80		
96 Longnose	65-68	7250	5250	3000	1600	841	79		
Sport/Monte Carlo	62-66	12,000	9000	5250	2750	841	88		
96/95 V4	67-79	6500	4500	2000	1000	1498	93		
Sonett	67-74	16,000	12,000	5500	2750	1498	100		
99	68-84	5500	3750	1850	900	1985	101	▲	
99 Turbo	77-82	13,000	9000	4400	2000	1985	125		
900 Turbo (sal/con)	79-93	9000	6250	2750	1350	1985	133	▲	
900 Convertible	86-93	8250	5500	2500	1250	1985	126	▲	
SIMCA	Simca Club UK (01737 765331)								
1000GLS/Special	69-78	3250	2000	1000	500	1294	105		
1000 Bertone coupé	62-67	15,000	10,000	4500	2000	944	94		
1200S coupé	67-71	17,500	12,000	5500	2500	1204	105		
SINGER	Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)								
9 Roadster/4A/4B	39-52	16,000	10,750	6000	4000	1074	70		

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale					Top speed	Price change
			Mint	Good	Rough	cc			
TRIDENT Trident Car Club (020 8644 9029)									
Clipper V8	67-78	32,500	22,500	12,000	7000	4727	140		
TRIUMPH	Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77		
1800/2000/Renown	46-54	8500	6000	3000	1600	2088	74		
Mayflower	50-53	5500	3400	1600	800	1247	65		
TR2	53-55	37,500	28,500	18,000	10,000	1991	107		
TR3/3A 2.0/2.2	55-61	34,000	25,000	14,000	7500	1991	106	▼	
TR4	61-65	29,500	20,000	11,250	6250	2138	109		
TR4A	64-67	32,000	21,000	12,000	6500	2138	110		
TR5 PI	67-68	45,000	36,000	25,500	17,500	2498	121		
TR6 'CP'	69-73	24,000	17,500	10,000	5500	2498	119		
TR6 'CR'	73-76	22,000	15,750	8750	4900	2498	116		
TR7	75-81	5000	3000	1100	500	1998	110		
TR7 convertible	80-81	6000	4000	1650	750	1998	109		
TR8	78-81	8750	6250	3500	1850	3528	135		
TR8 convertible	80-81	11,500	9000	5500	2500	3528	130		
Herald/S saloon	59-64	4750	3500	1500	750	1147	76		
Herald coupé	59-64	7250	4750	2200	1100	948	79		
Herald conv	60-61	8500	5400	2500	1250	948	79		
Herald 1200	61-70	4500	3200	1350	650	1147	80		
Herald 1200 conv	61-67	8000	5000	2250	1100	1147	80		
Herald 12/50	63-67	5000	3600	1600	800	1147	84		
Herald 13/60	67-71	4600	3250	1400	700	1296	87		
Herald 13/60 conv	67-71	7500	4750	2200	1000	1296	85		
Vitesse 1600	62-66	7000	4500	2000	950	1596	88		
Vitesse 1600 conv	62-66	9000	6250	2850	1450	1596	91		
Vitesse 2-litre MkI	66-68	7250	4750	2250	1000	1998	95		
Vitesse MkI conv	66-68	9500	6500	3000	1500	1998	95		
Vitesse MkII	68-71	7500	5000	2400	1000	1998	102		
Vitesse MkII conv	68-71	10,000	7000	3250	1650	1998	100		
Spitfire 4	62-65	19,000	12,500	6000	3000	1147	94		
Spitfire Mk2	65-67	16,000	11,000	5000	2400	1147	94		
Spitfire Mk3	67-70	12,500	8000	3750	1850	1296	100		
Spitfire MkIV/1500	70-78	8000	5250	2400	950	1493	101	▲	
GT6 MkI	66-68	19,000	12,000	6000	3000	1998	109		
GT6 MkII	68-70	17,500	11,000	5000	2500	1998	109		
GT6 MkIII	70-74	16,000	10,000	4750	2250	1998	112	▲	
2000 MkI	63-69	6750	4650	2250	1100	1998	98		
2000/2500 MkII	69-77	6000	4000	1750	900	1998	98		
2.5PI/2500TC	68-77	6750	4850	2500	1200	2498	107		
2500S	75-77	7250	5500	2750	1400	2498	108		
Stag	70-77	17,500	13,000	5500	2000	2997	117		
1300/1500 fwd	65-73	3500	2400	1200	575	1296	86		
1300TC fwd	65-70	4000	2750	1300	650	1296	93		
Dolomite 1850	72-81	4750	3000	1400	650	1854	100		
Dolomite Sprint	73-81	9750	6850	3000	1400	1998	117		
Acclaim	81-84	1650	1000	500	250	1335	97		

TUCKER (tuckerclub.org)							
Torpedo	48	1.4m	1.2m	1m	800,000	5474	120

TURNER Turner Register (01895 256799)							
803/950 Sports	55-59	12,500	9000	5500	2000	948	90
Climax	58-66	17,500	15,000	10,000	5000	1098	102
Mark I/II/III	59-66	16,500	12,500	7500	3500	1498	100

TVR TVR Car Club (01952 822126)							
Grantura I-1800S	57-67	34,000	26,500	16,500	10,000	VAR	107
Griffith 200/400	63-65	75,000	57,500	45,000	35,000	4727	155

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Tuscan V6	69-71	29,000	21,000	14,000	9500	2994	125	
Vixen S1-4	67-73	27,500	20,000	13,000	9000	1599	107	
1600M	72-77	21,000	15,000	8500	5000	1599	105	
2500M	72-77	19,000	14,000	8000	4500	2498	109	
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121	
3000S convertible	78-79	27,500	18,500	11,000	7500	2994	119	
Tasmin/280i	80-87	6600	5000	2850	1600	2792	126	
Tasmin/350i inc 2+2	83-89	6500	4850	2750	1550	3528	136	
V8/350i convertible	83-89	7750	5750	3300	2000	3528	130	
390SE	85-88	8250	6500	4400	2400	3905	143	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	11,000	8750	6250	4250	4441	155	
S 2.8/2.9	86-92	7250	5000	3250	1750	2922	141	
V8S	91-94	15,000	11,500	7500	4750	3943	150	
Griffith 4.0/4.3	91-93	14,750	12,000	8750	6000	4228	161	
Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	14,500	11,250	7250	4500	3950	152	
Chimaera 450/500	96-03	16,000	12,500	9000	7000	4988	162	
Cerbera 4.2	96-03	20,500	15,500	10,000	7000	4280	180	
Cerbera 4.5	97-03	25,000	21,000	18,000	15,000	4441	195	▼
Cerbera Speed Six	00-03	20,000	17,000	14,750	10,500	3948	170	
Tuscan Speed Six	99-05	27,500	24,000	20,000	16,000	3996	184	
Tamora	02-06	22,500	19,000	16,000	12,000	3605	160	
T350	02-06	30,000	25,000	21,000	15,000	3605	175	▼
Sagaris	04-06	70,000	65,000	59,000	n/a	3996	185	

VANDEN PLAS VdP Club, Cherry Trees, Llanyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	13,000	9000	4000	2000	3995	89
3-litre I/II	59-64	13,000	8500	3750	1600	2912	105
4-litre R	64-68	13,500	9000	4000	1750	3909	110
Princess 1100/1300	63-74	5500	3600	1650	800	1275	87
1500/1.5/1.7	74-80	3500	2000	950	500	1748	90

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Wyvern/Velox L sal	48-51	7600	5250	2500	1200	2275	75
Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82
Cresta E	54-57	11,500	8000	3000	1500	2262	84
Velox/Cresta PA	57-62	13,000	9500	4500	2000	2651	94
Victor F	57-61	7000	4750	2250	1000	1507	74
Victor FB	61-64	3950	2750	1250	600	1594	77
VX4/90 FB	61-64	6500	4250	2000	1000	1507	88
Velox/Cresta PB	62-65	5650	3750	1750	850	2651	94
Victor 101 FC	64-67	3350	2250	1050	525	1594	83
VX4/90 FC	64-67	5750	3750	1850	950	1594	89
Cresta PC/Viscount	65-72	5500	3850	1950	950	3293	99
Victor FD 1.6/2.0	67-72	2850	1950	950	500	1975	95
VX4/90 FD	69-72	5500	3500	1750	900	1975	98
Ventora FD	68-72	4750	3100	1500	750	3294	105
Victor FE 1.8/2.3	72-78	3250	2000	975	550	2279	100
VX4/90 FE	73-76	4200	2750	1350	750	2279	104
Ventora FE	72-76	4000	2400	1200	700	3294	106
Viva HA	63-66	5800	4000	2000	1000	1057	76
Viva HB	66-70	5700	3850	1900	900	1159	82
Viva Brabham HB	67-68	6250	4500	2250	1250	1159	90
Viva HB GT	68-70	6750	5000	2500	1300	1975	101
Viva HC	70-79	5000	3000	1500	700	1256	83
Firenza/Magnum	72-78	6000	4250	2200	1100	VAR	100
Firenza Droopsnoot	74-75	16,500	12,500	6500	3750	2279	119
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117
Chevette HSR	79-80	20,500	16,500	11,000	7000	2279	125
Astra GTE MkI	83-84	10,000	7000	3500	2000	1796	110
Astra GTE MkII	84-91	8000	6000	3000	1600	1998	134

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
VX220	00-05	14,000	10,000	7250	5000	2198	137	
VX220 Turbo	03-05	16,500	13,000	10,500	9000	1998	151	

VOLKSWAGEN								VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB								
Beetle (split)	46-53	26,500	18,500	12,500	7500	1131	66									
Cabrio	49-53	36,500	25,500	17,500	10,000	1131	66									
Beetle (oval)	53-57	18,750	12,500	7000	4250	1192	69									
Cabrio	54-58	24,000	17,500	11,000	7000	1192	66									
Beetle 1200/1300	57-68	14,000	9000	4250	1850	1192	72									
Cabrio	58-67	18,000	12,000	6000	3250	1192	72									
Beetle 12/13/1500	68-78	12,500	7000	3250	1400	1493	81									
Cabrio	67-70	16,000	11,000	5500	3000	1493	81									
Beetle 1302/1303	70-75	9000	5750	2750	1000	1584	84									
Cabrio 1302S/1303S	70-80	12,500	8750	4750	2300	1584	82									
Karmann-Ghia cpé	55-74	18,000	11,000	5250	2750	1584	92									
Karmann-Ghia con	58-74	23,000	14,000	8000	4500	1493	87									
Karmann-Ghia T-34	62-69	15,000	10,000	5500	3000	1584	87									
Kombi/Camper	50-67	75,000	50,000	24,000	11,000	1493	65									
Camper (Bay)	68-71	26,000	16,000	9000	4750	1584	79									
Camper (Bay)	72-79	22,000	13,500	7000	3750	1970	79									
1500/1600 Type 3	61-73	7500	5000	2500	1200	1584	87									
411L/E, 412 1.7/1.8	68-74	6000	4000	2000	1000	1795	90									
Scirocco MkI	74-81	8500	6250	3250	1650	1470	114									
Scirocco MkII	82-92	5000	3500	1750	800	1781	130									
Golf GTI MkI	75-84	16,500	10,000	5000	2000	1781	116									
Golf GTI MkII	84-91	9000	6500	3200	1500	1781	123									
Golf convertible	80-93	8000	5500	2400	1000	1781	116									▲
Golf GTI MkIII	92-97	4500	2850	1500	550	1984	134									▲
Golf MkIII VR6	92-97	4500	3250	1900	950	2792	138									
Polo G40	91-94	4250	3500	2200	850	1272	119									
Corrado	90-95	4000	2750	1400	750	1781	132									
Corrado G60	90-92	6750	4250	2000	1000	1781	140									
Corrado VR6	92-95	8500	5750	2750	1200	2861	146									▼

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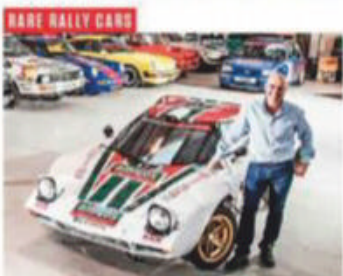
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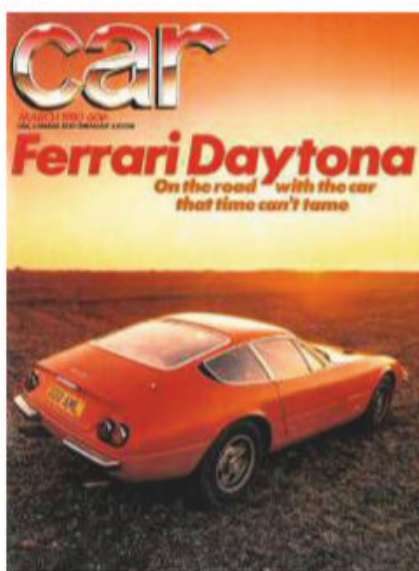
‘You’d have to be crazy to buy an MG’

1980 saw a changing of the guard, with a new turbocharged generation making the last trad sports cars standing look painfully outdated

In Fraser's verdict of the Saab 900 Turbo in CAR's March 1980 edition read like an obituary for the traditional sports car, with genuinely sporty performance from a practical, deft-handling hatchback. The world hadn't quite got its head round the Volkswagen Golf GTI back then; the Swede seemed to be writing the manifesto for mass-market performance in the Eighties - saloon-based and turbocharged. 'We have been consistently getting in excess of 25mpg, using the intake boost as much as necessary to get clear of slow traffic. Effectively, the Turbo gives 3.0-litre performance from a unit that's a third smaller.'

The Saab was one of six forced-induction cars tested in the issue, lining up alongside the Audi Quattro and 200 5T, Bristol Beaufighter, Lotus Turbo Esprit and Peugeot 604D Turbo, with turbocharger technology profiled in-depth and a test-drive of the Renault 5 Turbo eagerly awaited in the near future. So what of the traditional British sports car? Unusually, the rivals pitted head-to-head in the issue's Giant Test were not new cars, but the last pair of trad-Brit coupés standing - MG BGT versus Triumph TR7.

In a classic world where the 'B' has become such a beloved mainstay, it's unusual to see a magazine being quite so savage



towards it. 'As you'd expect from a car with poor roadholding, very little performance, an uncomfortable driving position and serious ride and noise problems, after 50 miles its driver appeal is a negative quantity,' CAR's anonymous reviewer snarled. 'The MG has even less to recommend it than we had thought it would.'

The TR7 got off more lightly, although, as ever, the styling came in for criticism, with the shape described as 'badly wrong behind the windscreen' while 'the tail styling makes a tugboat look graceful.' But elsewhere, things looked good. The gearchange was 'slick', performance 'energetic', and its 113mph described as 'quite a lot in 70mph Britain.' Its chassis was 'nimble,'

boasting 'prodigious grip, wet or dry... on a point-to-point section where the MG is doing its best, the TR drives quickly out of sight.' A clear win for the TR7, then - perhaps opinion was bolstered by the promise of a modern turbo version, reported elsewhere in the issue? For all its modernity, it died in 1981 with the MG.

What's telling is how these cars' fortunes have changed since. As classics, the MG's curves and chrome are welcomed, while the superior Triumph stands on the sidelines of both the trad-roadster and modern classic crowds, never quite embraced by either. CAR's unknown vitriolic scribe would no doubt have been bewildered.

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